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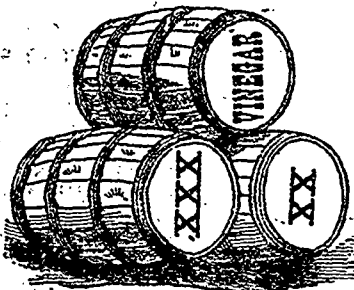
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The Commercial

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, AUGUST 28, 1883.

NO. 48.

The Commercial

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

ISSUED EVERY TUESDAY

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WINNIPEG, AUGUST 28, 1883.

BEEF is worth from 18c to 22c at Prince Albert.

W. H. PRINGLE has started a lumber yard at Pense.

RUNCIMAN & KENNELLY, hotel, Regina, have assigned.

SHUPE & PREST, hotelkeepers, Regina, have dissolved.

H. B. INGRAM has opened a furniture store at Plympton.

J. B. RUTHERFORD has opened a lumbyard in Stonewall.

W. W. GIBSON, restaurant, Winnipeg, has given up business.

ROBERT DIXON, general store, East Selkirk, has assigned in trust.

McINTOSH & FRASER, Pilot Mound, have sold out their sawmill at that place.

HAMMOND & McKEVER, tinware and crockery, Winnipeg, have assigned in trust.

WM. B. CHAMBERS, biscuit manufacturer, Winnipeg, has made an assignment in trust.

THE steamer United Empire, of the Beatty line, on a recent trip, brought in 800 passengers.

WALKER & MAY, job printers, Winnipeg, have dissolved, Mr. May continuing the business.

MAAS, MANGELSDORF & Co. expect to turn out 600,000 brick at Indian Head before the season closes.

It is expected that the grain yield of the Bell farm at Indian Head this year will be 80,000 bushels.

THE railway dining hall at Broadview is approaching completion, and will be a handsome structure.

THE Post Office moved into its new temporary quarters, next to the Custom House, on Saturday.

SMART & JOHNSTON, hotel, Winnipeg, have dissolved. The business will be continued by James Johnston.

F. B. LITTLE, has been appointed General North-west agent of the Owen Sound passenger and freight steamboat line.

ON the 1st of September the C.P.R. take over fifty miles of the line to Nipissing, and will immediately commence running trains.

THE Saskatchewan Coal Mining Co. have about fifty men employed. Experienced miners are paid \$50 to \$60 per month and board.

THE Chatham Wagon Company intend making a big display of articles of their manufacture at the Provincial Fair at Portage la Prairie.

Marlton & McKay, of the Gateway House, Emerson, have been sold out under a chattel mortgage held by Bishop & Shelton, of Winnipeg.

JOHN COLERIDGE, from Ingersoll, has landed safely at Turtle River, near Battleford, with his sawmill, and expects soon to have it in working order.

THE rate of taxation in Winnipeg this year has been struck at 13-10 mills on the dollar. The estimated expenditure for the current year is \$487,659.30.

MR. JAMES LYNES, M.P., for South Wellington, and proprietor of the *Guelf Mercury*, arrived in the city last week, and has gone out to the end of the track. Our old friend looks as hale and hearty as ever.

R. E. MELSHEIMER, Esq., of London, Eng., one of the directorate of the Manitoba Land Co. is in Winnipeg at present, looking after the interests and prospects of that company.

ALD. DREWRY's brewery has been greatly enlarged and improved during the present season, and the improvements are not all completed yet. This is now one of the largest, and most commodious breweries in the Dominion.

J. J. WINNETT has recently turned out at his factory a number of very handsome desks, with revolving desk covers. These are the first of the kind manufactured in this province, and the quality of the workmanship reflects credit upon Mr. W.'s enterprise.

THE C.P.R. station at Manitoba City has been located on sec. 30, twp. 3, range 8, near the old hotel. The Ogilvie Milling Co. are building an elevator with a capacity of 40,000 bushels; he has been granted twenty years exemption from taxation on all his property.

THE Rainy-Lake Lumber Co. will, it is expected, commence to rebuild their sawmill at Rat Portage, destroyed by fire last week, shortly. The loss is estimated at \$130,000. The Rat Portage council have passed a by-law granting the company a bonus of \$20,000, the amount to extend over a period of twenty years.

THE fine new brewery of S. Mulvey & Son, in Fort Rouge, is now in full blast. The building which is 30 by 50 feet, exclusive of engine room, and three stories in height, has been fitted up on the most approved principles. Every convenience that could be suggested has been utilized. The water supply is taken from a well on the premises. The quality of all turned out is excellent, and ready sale is found for all that can be made.

WE have been asked by Messrs. R. F. Lyon & Bro., of Carberry, to correct a statement which appeared in our issue of the 14th, to the effect that they were in financial difficulties; We find that the firm show a surplus of assets over liabilities of over \$30,000, and their business altogether is in a healthy state. The firm are following up the rumors which for weeks have been circulated regarding them, and with some hope of reaching their origin. We regret that they ever found any credence in reliable circles, and take pleasure in making this correction.

The Genesis of a Car-Wheel.

It is estimated that there are ten million car-wheels whirling over this country at the present moment, conveying millions of passengers and more millions of tons of freight to and fro across the continent at an average speed of 25 miles an hour for passengers, and often forty miles. How many of the hurrying multitude who trust their lives on the rail pause to consider the admirable mechanism by which these great results are accomplished? How many complex problems have been solved in the gradual evolution of the old-time stage-coach into the modern iron horse and his train?

Take, for example, a car-wheel, one of the simplest parts of a railway train; it is merely a round piece of iron, and, as we generally see it, covered with dirt and grease, having nothing attractive or ornamental in its appearance, and seemingly gross in its construction; yet that smaller and more valuable disk, known as "Uncle Sam's" double-eagle, which issues from the Mint glittering like a mirror, does not involve in its manufacture more intricate, and in some respects, more delicate manipulation than this same gross car-wheel.

The most important difference between a car-wheel and any ordinary machine or apparatus made of cast iron is the fact that the tread of the wheel, viz., that part which runs on the rail, is quite different in character from the plate or main body, though cast from the same metal in one pouring. The tread or rim is actually harder than the finest steel, thus enabling it to resist not only the wear upon the steel rail, but the still more destructive grip of the brakes, and its average life is not far from 100,000 miles of service. The process by which the hardening of the tread is produced is called chilling, and is somewhat analogous to the tempering of steel. A mold is made in sand from a wooden pattern, the moist sand is pressed by the molder against both sides of the pattern with a hand-rammer, and it is then sufficiently tenacious to enable the pattern to be carefully removed without destroying the mold; this "sand mold" is inclosed in a ring made of iron called the "chill mold," whose internal face has been previously turned upon a lathe to form the tread and flange of the wheel; numerous air-passages, or vents, are made through the sand with a long needle to permit the gentle escape of highly explosive gases, which are formed when the molten iron is running into the mold; the stream of glowing fluid iron quickly fills the hollow space between the upper and lower sides of the sand-mold, and running to the edge, comes in contact with the iron ring, or chill-mold; this, being a much better conductor of heat than the sand-mold, chills the rim of the casting, not only congealing the iron instantly, but causing it to crystallize (to a depth of about half an inch) in beautiful parallel filaments, as white as silver and nearly as hard as diamond. The portion of the wheel forming the plate or sides cools more slowly, is not chilled, and its texture is the same as that of ordinary cast iron. If the wheel is made of a mixture of iron which is too highly sensitive to the chilling influence, it will be too brittle for safety and too hard to permit of boring the hole in the hub into which the axle is to

be fitted. If, on the other hand, the metal does not possess sufficient chilling property, the tread of the wheel is too soft and soon becomes flattened by its incessant pounding upon the rail, and then the wheel is useless. The margin between these two extremes is very small, and it is the daily aim of the wheel-maker to steer between this Scylla and Charybdis.

It must not be supposed that all irons possess this chilling property, for it is a comparatively rare one, and little is known, even among the most expert ironmasters, of the causes which produce it. Very recently some light has been thrown upon this subject by the aid of chemical analysis, and scientific investigation will doubtless reveal still more clearly what is yet but dimly seen. Pig iron is not a simple substance, but is in reality an alloy composed of at least half a dozen different elements, each one of which helps to stamp its character upon the metal. It has been found, for example, that the substance silicon, which is always present in pig iron, exerts an extraordinary influence upon its chilling power, and a variation of less than 1 per cent, of silicon is sufficient to make or mar a car-wheel; indeed, it has happened that an entire day's work of several hundred men has been spoiled by an excess of one-half of 1 per cent. of this substance creeping undetected into the mixture. The method of analyzing the iron to ascertain the proportion of carbon, phosphorus, manganese, sulphur and silicon which it contains is too complicated to admit of a general description; suffice it to say that a few grains of a sample are reduced to fine powder, weighed upon an extremely sensitive balance, treated with acids and other re-agents, or tests, by which means each element is separated from its partners, and its weight ascertained. In a wheel foundry the iron is commonly melted in a large furnace called a cupola, capable of melting fifty or more tons a day. Anthracite coal is used, and a strong blast of air from a pumping-engine creates an intense heat. As the iron melts it collects in a pool at the bottom of the furnace from which it is drawn into an immense ladle or cauldron, sometimes holding fifteen or twenty tons, from this it flows into smaller ladles holding just sufficient molten iron to make one large wheel.

Great skill is required in pouring the iron into the mold—it must be just the right temperature, and it must be allowed to run into the mold with just the right force; otherwise a bad casting is the inevitable result. After the wheels are taken out from the molds, they require to be thoroughly annealed, as they are subjected to an immense strain due to the more rapid cooling of the chilled tread. For this purpose they are either put into pits previously heated or buried in hot sand, where they are allowed to remain for several days. In this way the molecules (or smallest particles) of the metal gradually arrange themselves in new positions and the strain is entirely removed. The sand which adheres to the wheel is then brushed off, and the wheel tested for strength by heavy blows with a sledge-hammer, and for hardness on the tread by chipping with a highly tempered cold chisel, in this way any soft spots may be readily detected and the wheel accordingly condemned. There are, in fact, no less than twenty seven

distinct diseases, so to speak, which a car-wheel is liable to contract in the course of its manufacture, and it must pass a rigid inspection in the quarantine or cleaning shop before it receives the required guarantee of its maker that it is free from all defects.

Finally, having obtained a clean bill of health from the inspector, the wheel passes to the machine shop, where the hub is bored out, the axle fitted in by hydraulic pressure (of 15 or 20 tons) and the wheel and its mate are ready to start out on their long journey. If they are well matched they should roll along through their whole life without jarring, and, barring accidents, will often travel 150,000 miles before becoming completely tired out.

The chilled cast-iron car-wheel is a purely American invention, and the method of annealing, which alone made this process practicable, (?) was devised by a manufacturer in this city as long ago as 1847, since which time between one and two million wheels have been made in the works established by him, and have been shipped to all parts of the world where the shriek of the locomotive whistle has penetrated. — *Philadelphia Ledger*.

The First Electric Telegraph.

The idea of the practical application of the electric telegraph to the transmission of messages was first suggested by an anonymous correspondent of the *Scots Magazine*, in a letter dated Renfrew, Feb. 1, 1753, signed C.M., and entitled "an expeditious method of conveying intelligence." After very considerable trouble Sir David Brewster identified the writer, as Charles Morrison, a native of Greenock, who was bred a surgeon, and experimented so largely in science that he was regarded in Renfrew as a wizard, and eventually found it convenient to leave that town and settle in Virginia, where he died. Mr. Morrison sent an account of his experiments to Sir Hans Sloane, the president of the Royal Society, in addition to publishing them anonymously, as stated above. The letter set forth a scheme by which a number of wires, equal to the letters of the alphabet, should be extended horizontally, parallel to one another, and about one inch apart, between two places. At every 20 yards they were to be carried on glass supports, and at each end they were to project six inches beyond the last support, and have sufficient strength and elasticity to recover their situation after having been brought into contact with an electric gun-barrel, placed at right angles to their length about an inch below them. Close by the last supporting glass a ball was to be suspended from each wire, and at about a sixth or an eighth of an inch below the balls the letters of the alphabet were to be placed on bits of paper, or any substance light enough to rise to the electrified ball, and so contrived that each might reassume its proper place when dropped. With an apparatus thus constructed the conversation with the distant end of the wires was carried on by depressing successively the ends of the wires corresponding to the letters of the words, until they made contact with the electric gun-barrel, when immediately the same characters would rise to the electrified balls at the far station. Another method occu-

sisted in the substitution of bells in place of the letters, these were sounded by the electric spark breaking against them. According to another plan the wires could be kept constantly charged, and the signal sent by discharging them. Mr. Morrison's experiments did not extend over circuits longer than 40 yards, but he had every confidence that the range of action could be greatly lengthened if due care were given to the insulation of the wires. *Engineering.*

Pure Teas.

Since the passage of the Act of Congress prohibiting the importation of doctored or otherwise impure teas, and the seizure thereunder by the special appraiser of several lots of falsified teas, the public has been greatly aroused to the fact that it has been grossly imposed upon in the matter of impure goods, which have been palmed off on it by unscrupulous shippers. The matter of price has had its natural affect in bringing people around to the use of adulterated tea, economy lending a powerful argument to the falsehoods and sophisms of dealers, who have pushed a nefarious trade at the expense of the public health, and who have probably derived as much, if not more profit, from the sale of the impure article as they could have realized from the really pure and superior tea. In point of economy the tea drinker has really gained nothing, since he has paid as big a bounty on a bad article as on a good one, and has not got even then, what he demanded or expected.

When teas are prepared in China to suit the tastes of "barbarians," they go through certain processes which the Chinese tea drinker would repudiate. The tea leaf when gathered is cured or dried very much like coffee is in Brazil, either by exposure to the sun or by slight artificial heat in wicker baskets over a charcoal fire. When "cured" it more resembles dried leaves than the tea of commerce, and when infused with boiling water, has a grassy and insipid taste. In China and Japan it is bought in this condition by the natives, and, before using, is fired or roasted very much as the green coffee bean is roasted in our kitchens. This roasting of the dried leaf is done in iron pans, and the adulteration, if any, is put in at this stage while the tea is hot, at it will then best take the color. The coloring consists of powdered indigo, or Prussian blue, to give a dark greenish blue tint, and gypsum also, powdered, to brighten it up, while constant and laborious manipulation with the hand polishes the tea, giving it the appearance looked for by the tea drinker. Japan teas, when first exported, were shipped pure without coloring, and it was a common mark on the half-chests "Uncolored Japan Tea," but the deep-seated prejudice of the American buyers was such that importers took to coloring their teas to avoid loss, and there are now very few uncolored Japan teas imported.

This falsification led in time to further adulteration, and spent teas, refuse teas, and all sorts of substitutes, were put through similar processes by unscrupulous dealers, until the really good teas were lost sight of, and even the better grades that had been colored were pushed aside by teas which had no claim to the name.

Since the awakening which the public has had on the subject, it has become a question where to get good teas and what to get. Many people are at a loss, and are like a foreigner, who, after travelling the world over and spending the last eighteen months in this country, remarked that he had "not drunk a decent cup of tea in America." This is a strong statement, but from the standpoint of the speaker, it was probably correct, for his experience elsewhere had been with the uncolored and unadulterated teas, and he had not as yet tasted of the pure teas which many have been bringing before the tea drinkers of this country.—*Ex.*

Growth of the World's Wealth.

While the amount of first-class security has been steadily decreasing, the wealth and population of the world has been as steadily increasing, and continues. "In the United Kingdom, the United States, and to a less extent in the principal countries in Europe, wealth has been growing during the past generation at an unprecedentedly rapid rate. It is estimated by high authorities that between 1865 and 1875 the growth of wealth in the United Kingdom was at the rate of £200,000,000 a year, and probably the rate in the United States was not much less. Even if we assume that the rate of growth since 1875, has slackened, there can be no doubt at all that the accumulation of wealth has continued at a very rapid rate, not only here at home, but in all the more advanced countries of the world. And some portion of this annually saved wealth must have been invested in Stock Exchange securities. The larger part, no doubt, went to extend business, to improve land, to build houses, to construct public works, and so on, but some portion of it was invested in Stock Exchange securities. And the steady investment of new wealth year after year has had a great effect upon the prices of securities. While there has been a great diminution in the debts of the United States and of the United Kingdom, there has been in another way a diminution in the securities held in the richer countries, owing to the accumulation of wealth in the poor ones. For example, until lately the bonds representing the debt of Italy were chiefly held abroad, and more particularly in France. It is said, however, that the growth of the wealth of Italy of late years has been such that the Italian people have been able to buy from foreigners a large portion of the Italian bonds held abroad. This has had the necessary effect of diminishing the supply of securities in England, France, and Holland, where the Italian bonds were chiefly held. And in less degree, the growth of wealth in other backward countries has been acting in the same way. Each country invests by preference in its own securities, and as the wealth of each country increases, the supply of foreign bonds in the more advanced countries diminishes. Thus the permanent tendency is toward a rise in the prices of safe Stock Exchange securities. This tendency must naturally continue to gain force, though it may be checked every now and then, until, from some cause or other, there is a large creation of new first-class securities. A war, for example, involving several great European

countries, would lead to large loans—that is, to the creation of new Stock Exchange securities of the first-class—and would thus tend to lower prices, while the destruction of wealth by the war would lessen the growth of wealth, and would also have a tendency to lower prices.—*Banker's Magazine, N. Y.*

English Joint Stock Companies.

Returns from England show that joint-stock companies with a capital of over \$500,000,000 were organized in the United Kingdom during the last half year. Electric-light companies are conspicuous in the list. A few banks with nominal large capitals were organized, among which were the Bank of Liverpool, \$25,000,000, and Union Bank of London, \$55,000,000. The total number of companies organized was 742, against 729 for the first six months of the year 1882, or a total for the whole year of 1471. In 1881, there were 1833, with a nominal capital of \$835,000,000. In speaking of these figures, the *Investor's Guardian* says; "Never before, since the Joint-Stock Companies' Act became law, have anything like the above figures been reached, but it will be understood that, though £216,561,926 is the enormous total of the nominal capital, subscriptions were not actually invited from the public for this amount, as in many cases there were first issues of only the one moiety or even less of the share capital. Moreover, we have reason to believe that in an unusually large number of instances the investing public declined to respond to the invitation of promoters, and the undertakings accordingly fell still born, though there are unfortunately no data available from which to demonstrate the accuracy of this opinion. As in previous years also, directors have too often, doubtless, been found ready to go to allotment with an amount of subscriptions in hand wholly inadequate to carry out effectually the objects set forth in the prospectus, and the necessary result must sooner or later be disappointment and disaster to the shareholders."

Waste of Coal.

A Pittsburgh citizen declares that four million dollars worth of coal is wasted each year in the mining operations of that district. His explanation of his assertion is that beneath the vein of coal in that vicinity, averaging four and a half feet, is a seam of what is called "bottom coal," eighteen inches thick. This coal, which is somewhat softer than the regular vein, is never taken out of any part of the mine except the entry. After a room is worked, this coal cannot be removed with safety. In a mine where a hundred men are at work, it is estimated that the waste is three hundred tons a day. The pillars which support the roof, the smallest of which contains three tons of coal, and some of them twenty tons, are also abandoned, Congress or the legislatures, the expert suggests, ought to compel operators to remove all the product of their mines, including what is known as "slack," millions of tons of which have accumulated on the hills about Pittsburgh. The result would be a benefit to owner, miner, and consumer.

The Commercial

WINNIPEG, AUGUST 28, 1883.

LANDLORD AND TENANT IN WINNIPEG.

There is no man so difficult to convince of the wisdom of a liberal business policy as the small town property owner, to which rule, however, be it remembered there are many exceptions. If a careful scrutiny of the antecedents and records of the small property owners of any town or city is made, it will not be difficult to assign good reason for this obtuseness on the part of this numerous class. It will be found that they are as a rule of a very limited business experience, and whose traffic with their fellow-men has been confined to the transactions necessary to acquire the productive property, which will guarantee to them something like a competency. Their aims are limited to the securing of what will free them from the risks and dangers which engaging in ordinary business entails. In property a law of hypothec of some kind or other protects them almost completely from loss, and under the shelter of this covering, which the ordinary trader cannot secure, they build up their pile, and if they ever had any disposition towards trade enterprise, it must in time become dwarfed and stunted in growth under such a system of protected investment.

By this thread of reasoning it is not difficult to understand why property owners in Winnipeg still cling to the hope of getting exorbitant rents. The small property owners of this city differ very little from those of other Canadian cities, except that they have a wider field for true enterprise, if they wish to take advantage of it. They do not as a class belong to the trading community, and shrewd business class, and if a proof of this fact is wanted it can be found in the present City Council, which on account of the property qualifications for holding civic offices, is composed largely of mushroom landlords. We do not go so far as a local wag, who asserts, that one half of their number could be picked out, whose combined business ability would not be equal to the management of a peanut stand; but we do assert that the record of blunders and squandering of public funds which our civic history furnishes for the past two years, proves beyond doubt that the Council is composed of

anything but acute business men, and while they are selected from the fossilized small property owning class and the active trading class excluded, a majority of blockheads must be found in their number. Our Winnipeg property owners as a class therefore, are not business men, who act upon enterprising business principles but belong to a class who grow less enterprising as they grow older, and it is impossible, except by actual loss of dollars and cents to convince them of the wisdom of a liberal policy. It is a fixed matter in their minds, that they are not part of the city's trade structure, and have no obligation to share in any of the losses or burdens which it should bear. Their aims are to secure a fixed and exorbitant value for their property, a fixed and exorbitant revenue from the same, and that this they should have, no matter how grinding on trade their demands may be. That the trade of a young city with a new surrounding country requires careful nursing, in order to produce well even for the property owner, is beyond their comprehension, and the mass of struggling producers who are building up a great country, are to them only so much of an element capable of squeezing and pressing profit out of. To such an extent has this been carried, that the trading and property owning classes of the Manitoba Capital have interests as widely opposite as tenant and landlord in Ireland. There is this difference in the relationship however, while the landlords of Ireland are as a class educated gentlemen, and their tenants, although in no way inferior to other peasantry, not over stocked with information, the property owners of Winnipeg are a comparatively benighted crowd, and certainly in no way the equals of their trading tenants in intelligence, which will account for the long suffering way in which the latter bear their unjust burdens. In Ireland a wronged tenant often blows out a landlord's brains, but the Winnipeg tenant does not follow such a course, and has probably some doubts whether his landlord is possessed of brains to blow out.

Thus the process of separation goes steadily on in Winnipeg, until the property owning and producing classes of the city promise soon to be arrayed against each other as determined enemies, when a more liberal and considerate policy on the part of the former might secure the unity which is a necessity for the city's pro-

gress. It is to be feared however, that the day of unity is past, and trade and property owners must look upon each other as parties with directly opposite interests.

THE FRUITS OF INDUSTRY.

While the speculative class of the community in Winnipeg and the North-west have been laboring under a load of financial responsibility which they found it difficult to get rid of, it is a source of satisfaction that industrial classes have been prosperous. Some in mercantile circles have felt the load, but in nine cases out of ten it will be found upon close inquiry that speculation in some way or other, and generally in real estate, has been the chief factor in bringing about the circumstances with which many have found themselves embarrassed. That the working classes have been prosperous is best indicated by the business done in the savings banks of the city. The following information has been kindly furnished us by the Dominion Savings Bank here, and they are certainly such as will cause not a little surprise to the disappointed idling grumblers who have been employing their time industriously in decrying the country and its resources. On the 30th of June, 1882, a period at which the influence of the boom was making itself felt in the prosecution of building enterprise, and when large amounts were being spent by the city on public improvements, the balance deposited was \$558,629.01. On the same date this year, and at a time when commercial and speculative interests were in the most depressed condition, the balance of deposits was nearly \$30,000 more, the actual figures being \$586,291.47. Since then the amount on hand has steadily increased, and at the present time it is accumulating more rapidly than ever. The deposits made daily at present average from \$5,000 to \$10,000. The total number of depositors is about three thousand, and they with very few exceptions belong to the mechanical and laboring classes. Then beyond this there are large amounts deposited in the savings departments of the various chartered banks in the city, the exact figures of which we have not been able to ascertain. But it will be safe to say that it will equal the amount deposited with the Government. This gives a total of about a million and a quarter of dollars held in deposits by the working classes of the city. Who, after reading

such a statement as this can say that Winnipeg is not yet prosperous, and working out with unimpaired vigor the glorious destiny that awaits her. Croaking grumblers and disappointed speculators, who are too indolent to attempt to earn a living by honest industry, may try to run down the country, but in the face of stubborn facts their vaporings must fall flat and powerless upon the mind of every thoughtful intelligent observer of the situation. No city in the Dominion, we feel confident in saying can make such a satisfactory exhibit on the books of savings banks as Winnipeg, and the fact that the showing becomes better every day, in spite of a depressed condition of things, shows that the prosperity of the city is assured, and that she is steadily advancing to the front rank of American commercial centres.

NORTH-WESTERN EXPORTS.

A new country like the North-west is generally remarkable for the sudden changes which take place in the phases of its progress. Two years ago there was a rush here for lands, town lots, mud holes, muskgs and every other description of the earth's surface in which money could be sunk, and to-day the mention of real estate makes a man with money in his pocket suspect that he is in the clutches of a confidence man. There was a less general rush into gold mining a year ago, and to-day a North-western gold mine is associated in the minds of many with a hole in the ground and a circle of hungry dead beats around it.

A more remarkable state of affairs, and more intimately associated with regular trade, was the mania (for such it really was) for shipping every class of produce from eastern points to the Manitoba capital, expecting them to find an omnivorous and insatiate market. This reached its height about a year ago, and the heavy losses to shippers put rather a sudden stop to it. The reaction in this respect has been as marked as in other lines, and now the produce market of the North-west promises to be overloaded by local products which a year ago had to be imported, and the worst feature in connection with the sudden change is, that people here have made little or no preparation for it, and are in no way organized to grapple with the difficulty.

Up to a few weeks ago it was the general impression that the North-west

would have this fall and winter nothing but wheat for exporting; and it is less than three months since dealers became all convinced that the importation of oats and potatoes was over. It is now plain that the country raised in 1882 abundance of potatoes for all local demands and had the rains of last fall not destroyed so much grain, 200,000 bushels of oats would have been available for export. With the increase of acreage in both of these crops this year the quantity available for export will be much larger. At least 500,000 bushels of surplus oats will be on hand, and taking the acreage of potatoes at an average of 200 bushels per acre, there will be 12 bushels of potatoes for every man woman and child white, black or red in the country, and at least 500,000 left for export. In other farm products the increase is not so great, but in several other articles there will be an opening for exportation. We fear the business men and especially the produce dealers of Winnipeg and other towns of the province are not properly prepared for the handling of such goods by export and it is high time that steps were being taken to meet the emergency. We have been calculating upon 2,500,000 bushels of wheat being exported, and over \$2,000,000 of a return for the same coming into the country, but with the exporting arrangements that could yet be made, there will be no difficulty in throwing at least \$1,000,000 more in the country's favor during the coming year by handling other farm products. It should be kept steadily in view, that this is a food producing and food exporting country, and its products are by no means confined to one kind of grain, but embrace a large variety of crops. Every facility for the exporting of these should be provided, for upon their export development above all other things depends the real progress of the country. While exports of articles of food should increase from a value of about \$500,000 in 1882-3 to over \$3,000,000 in 1883-4, their importation will show a decrease even more marked. Croakers are ever looking for imported money, which to build North-western development: but when we take into consideration, and see that the present year will throw a balance of trade returns of at least \$5,000,000 in favor of the country more than last year, there is no necessity for placing much dependence upon the assistance of outsiders. Work and energy is all that is wanted to produce the gold valued food products from our rich prairie soil, and a very few years will bring the balance of cash in our favor as

the trade of the year is reckoned up. To the labors of the producer must be added the organization and enterprise of the trader to hurry forward this desirable state of affairs.

TAKE STOCK.

Stock-taking is not one of the most pleasant parts of a merchant's work, but it should never on this account be shirked. It is one of the safeguards of trade, for in no other way can a business man keep himself fully informed as to his actual position. We have known traders who have allowed themselves to go on year after year without ever taking a proper inventory of the goods they have on hand. He fancies all the time that his business is prospering, while at the same time the very opposite may be the case. The frequent overhauling of goods which is necessitated informs the merchant not only as to the amount of goods he has on hand, but it also gives him a thorough knowledge of the character of his stock. Certain lines of goods sometimes accumulate faster than he is aware. Goods also sometimes get stowed away out of the owner's sight. This is all brought to light in the process of stock taking. It puts the merchant in a position to know how and what to buy, what finds ready sale, and what lingers long on the shelf. If the wholesale dealer asks for a statement of your business it can be provided on short notice, and often a great deal of valuable time and trouble saved. In case of fire it is especially valuable, affording a criterion by which a just settlement can be much more easily made with the insurance companies. The stock-book reveals the true conduct of one's business affairs, and must frequently be serviceable in sounding a note of warning to the trader who may be inclined to over confidence. It will inform him as to whether he is carrying too large a stock or not, and also whether he is keeping a class of goods suited to the wants of customers. To be forewarned is to be forearmed, and many a failure in business might be averted by finding out the true state of things in time to remedy the evil that may result in ultimate ruin. In stock-taking articles should not be taken at what they may have cost some time previous, but at their actual present value. At this season of the year before laying in their stock of fall and winter goods, and especially at this transition period from dull to better times, it would be a wise act on the part of every merchant in Manitoba and the North-west, to carefully go over his stock and know exactly upon what footing he stands. Also carefully examine the books and find out where you have been safe in giving credit and where not, and govern yourself accordingly in the future. It will be time well spent. Therefore, we say to all our readers, "take stock, and take it carefully, not in a slipshod manner, as if it were a job to be got rid of as quickly as possible."

WINNIPEG MONEY MARKET.

There is nothing specially new to note as regards the Winnipeg money market for the past week. The demand for money has been easier than for some time, and this is accounted for by the fact that merchants and business men generally are trying to get along with as little accommodation as possible until after harvest. There is still a large amount of paper held by the banks, but judging from preparations being made by business men to meet obligations maturing about the beginning of the month the probability is that it will be greatly reduced at that time. The banks are inclined to be more liberal, the excellent crop prospect giving renewed confidence in the ability of the country to meet all its monetary engagements. If all goes well with the harvest, money will be comparatively easy in a few weeks from now, and the tightening of purse strings which followed the reaction after the boom, will be a thing of the past, departed it is to be hoped never to return. Rates of discount are about as they were. Gilt edged commercial paper is discounted from 8 to 10 per cent; ordinary 10 to 12 per cent. Money for speculation is hardly difficult to obtain as it was, but not by any means easy yet. High rates have still to be paid for accommodation. Money to loan on good real estate mortgage is plentiful and can be had at moderate rates, the ruling figures being from 8 to 10 per cent.

WINNIPEG WHOLESALE TRADE.

In wholesale circles there has been no particular change since last we wrote. Business is quiet, no one deny, but the fact remains that it is as brisk as those conversant with the history of the country for the past year could expect. Business has been on the quiet side, and wholesalers—although they have numerous inquiries from outside points have not yet started to distribute goods freely. A great deal of caution and prudence is being exercised on the part of both wholesaler and retailer, and the conjunction of these two effects cannot fail to have a salutary influence on the general run of trade. Collections have not been bad, but there is still a slackness in that line. There has been a general saving up to meet accounts coming due on the beginning of next month, and this effect we understand has been met with more than ordinary success. If it proves such, there then will be a rapid change for the better, and business will in the future have a splendid prospect to bear it out to prosperity.

AGRICULTURAL MACHINERY.

During the past week there has been a steady run of trade in the agricultural implement business. The storm of Monday caused a little lull for a day or two, but the effects were not so serious as would have been supposed. The grain stood the wind and rain well, and if there is no repetition of the experience all will be well. Collections are still slow, and are liable to remain so till after the harvest has been turned into cash.

BOOTS AND SHOES.

There is very little doing in the boot and shoe line as yet. Dealers are not pushing sales, and

do not care to do business to any extent until after the harvest is assured. Collections are slow, but not by any means bad.

CLOTHING.

In this line as in all others there is very little doing this season as yet. But a good trade between now and winter is anticipated, and there is very little danger of disappointment in that direction. Collections are fair.

CROCKERY AND GLASSWARE.

There is only a limited movement as yet, but the prospects for fall trade are better than they were before. Collections are fair and not specially to be complained of.

DRUGS AND CHEMICALS.

During the week a fair number of sorting orders have been received from country points, but at the same time it cannot be said that there has been any general improvement in business. Collections during the week have been very fair.

DRY GOODS.

There is no change of particular consequence to report in the dry goods trade this week. August is the dull month of the year, under any circumstances, and this coupled with the depression that has existed for the past six months serves to make things extremely dull. Still this is nothing more than dealers had anticipated. The prospects for fall trade are excellent. Travellers will start out with samples of fall and winter goods in the course of a week or two. Collections have shown considerable improvement of late. Notes are being very well met on maturity, and the general prospect is brighter than it has been for some time.

FANCY GOODS AND SMALL WARES.

There is no active movement yet, but there is at the same time a general improvement in business, as compared with what has been done during the past few months. Letters of inquiry are being freely received, and judging from these a very good trade will be done this fall. Collections are still a little slow, but not by any means bad.

FISH AND POULTRY.

The supply of fish is abundant, but in the poultry line there is nothing offering. White fish and trout are quoted at 8c; pike at 3c to 4c.

FRUIT.

Business during the week has been fair. California fruit is beginning to come in, and in the course of a week or two will be abundant. Oranges are out of season. Lemons are plentiful at from \$10 to \$10.50. Small fruits, such as blueberries, raspberries, &c., are being brought in from the country districts in large quantities, but the figures at which they are sold vary so much that it is impossible to give quotations. Dried fruit is in fair demand at the old quotations: loose muscatel raisins \$3.00; black currants \$4.75; triple crown \$8; golden dates \$11 to 11.50 in mats; 16c in boxes.

FUEL.

The probability is that the price of fuel will shortly drop to a reasonable figure. Certain companies are now offering coal for fall delivery at \$12.50 per ton, and it is not likely that it will be purchaseable at below this figure during the season. So far, however, the old quota-

tions continue in force. They are: Anthracite coal \$15 delivered, bituminous \$13.50 to 14.50; tamarac wood in lots of ten cars or over sells at \$6.50, smaller lots \$6.75; poplar \$5 in large lots, \$5.50 in small quantities.

FURNITURE.

There has been very little movement in furniture of late, nor is it expected that there will be any for a month or six weeks yet. Country dealers are very reticent in buying, not caring to place their orders until fully assured as to what the harvest will be. Should all turn out favorably a good fall trade is expected, and in this there is very little danger of disappointment.

GROCERIES.

There are no new developments in the grocery line to report this week. Business keeps on at a fair steady gait, but it is expected that in about a month from now there will be a general waking up of trade, and things will generally improve. Collections are fair. Quotations are: Sugars—Yellow 9½ to 10c; granulated 10½ to 11c; Paris lumps 12½ to 12¾c; Coffees 15 to 18c for Rios, 22 to 27c for Javas; teas—Japan 25 to 45c, Moyuno gunpowders 35 to 75c; Young Hyson 26 to 55c; new season Congous 30 to 40c.

HARDWARE AND METALS.

Business is quiet, but at the same time a little better than it has been for some time. Several large buildings, now in course of erection, and others for which tenders are being called have strengthened business for the present, and give promise of a fair trade between now and winter. The quotations are:—Tin plate 14 x 20, \$8 to 8.25; 20x28, \$15 to 15.25; bar iron \$3.74 to 4; sheet iron 5½ to 6c; iron piping, 25 per cent off price list; ingot tin, 32 to 35c; piglead, 6½ to 7c; galvanised iron, No. 28, 8½ to 9c according to quality.

LEATHER AND FINDINGS.

Very little doing; quotations remain as they were:—Sole leather, 70 to 75c; B.Z., 85 to 90c; French first choice, \$1.15 to 1.25; French calf first choice, \$1.40 to 1.50; wax upper, No. 1 55c; grain, No. 1, 55c; harness leather, 3½ to 36c for plump stock.

LUMBER.

There has been a more active movement in lumber during the past ten days than for some time. Considerable building operations in the city, and also at different points out west, have caused quite a demand. The mills are busy and it will keep them fully employed to cut all the logs on hand between now and winter. The scale of quotations is as follows, but this cannot be depended upon as a guide, so much does the price fluctuate according to the cash capacity of the customer: Quotations are:—Pine lumber, 1st, common boards, dressed \$26.50; 2nd, dressed, \$25.50; 1st do. rough, \$26.50; 2nd do. \$25.50; sheathing, rough, \$25; timber 16 feet and under, \$24; do. over 16 feet, for each additional 2 feet, \$1; dimension and joists 16 feet and under, \$24; do. over 16 feet for each, \$1; fencing, \$25; 2 and 3 inch battens, \$30; A. stock boards, all widths, \$50; B do., \$45; C do., \$40; D do., \$35, 1st clear, 1, 1½, 1¾, and 2 inch, \$60; 2nd do., \$54; window and door casings, \$50; base boards, dressed, \$50; 1st pine flooring,

siding and ceiling, \$40; 2nd do. \$35; 3rd do. \$32; 1/4 inch split siding, dressed, \$30. Spruce lumber—timber 10 feet and under, \$23; do. over 16 feet for each additional 2 feet, \$1; dimensions and joists, 10 feet and under, \$23; do., over 10 feet, for each additional 2 feet, \$1; boards, \$23; 1st flooring, siding and ceiling, \$32; XX shingles, \$5.50; Star A shingles, \$5.50; X shingles, \$5.50; A do, \$5; lath, \$4.50

BOOKS AND STATIONERY.

There has been no change in business since last week, and no particular revival is expected until after harvest. Collections are fair.

WINES AND SPIRITS.

A fair trade is being done in wines and spirits and collections are satisfactory. The following are the quotations to jobbers and purchasers of quantities: Hennessy's one star, \$14.00; in wood, \$5.00 per gallon; Imperial, cases vintage of 1878, \$5.50; Martel, in case, one star, \$14; Renault, one star, \$12; Boleyn, in wood, \$4 to \$5.50; Rouot, in cases, quarts, \$8.50; flasks, \$10, half flasks, \$11; Pinette, in wood, \$4 per Imp. gal.; Louis Freres, in cases, qts, \$10; flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12, M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$11; green cases, \$8; Old Tom gin, Bernard's, in wood, \$3.25 per gallon, Booth's, in wood, \$3.25; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$4.00; Caol-Ia Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4 per gallon. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five-year old, \$2.50 per gallon; cases, quarts, \$7.50; flasks, \$8.50.

Winnipeg Manufactures.

Business in the manufacturing line has been rather on the quiet side during the past week, but a general revival is expected shortly.

The foundries have not been so much pushed to fill orders as they were some time ago, still they are kept fairly busy. Considerable orders have been received from the coal mining companies on the Saskatchewan, and there is a steady run of general jobbing and repairing business.

The biscuit factories are running up to their full capacity and find ready sale for all they manufacture. In the fall a rushing trade is anticipated, the goods turned out having given every satisfaction to customers. It is not likely that it will be necessary to import anything in that line in the future, as the home product will be ample to supply all demands.

The furniture factories are still running light, and will not put on a full staff of hands until some time next month. Now they are working only sufficient to supply orders.

The cigar factory, of which there is only one in the city, is doing a very good business, and is turning out an excellent quality of goods, equal to any domestic cigars that can be imported from the eastern provinces.

The sawmills are actively engaged working

up last winter's cut of logs, and the majority of them will have all they can do to get them turned into lumber before the cold weather sets in.

The breweries are the busiest of all. They are turning out a first-class article, and it finds ready sale. The soda water and ginger ale establishments are also busy.

The brickyards are very quiet. There has been enough manufactured this year already to supply the season's demand.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

There has been very little movement in grain during the week, nor is there likely to be any of consequence until the new crop begins to come to market. Provisions have been fairly active, but in this line collections have been somewhat slower than for some time past.

WHEAT.

There is very little coming in. In fact there is very little in the country to come until the new crop makes its appearance on the market. The old crop is pretty well exhausted, and what is left is of poor quality. The new crop promises well and with good warm weather to mature the grain and allow of its being well harvested; the yield will be beyond all anticipations. The price will also be good. First-class samples will easily be worth 90c here. At present for good old wheat from 80c to 90c is being paid.

OATS.

Receipts on the street have been very light during the week. The supply is obtained chiefly from outside points along the line of railway. The ruling figure now is from 23c to 30c.

BARLEY.

There is none offering, and the quotation of 45c is purely nominal.

FLOUR.

The mills are still running light, and only to supply local demand. Shipment east will not commence until well on in September. Prices remain, viz.: Patents, \$3 to 3.10; xxxx or strong baker's \$2.40 to 2.70; baker's \$1.95 to 2.05; trader's or xx \$1.05.

BRAN.

Although the supply is not large, it is fully equal to the demand. The price holds firm at \$10 per ton on track.

SHORTS.

The demand for this product still continues light, but the prices remain steady at the old quotation of \$12 per ton on track.

CHOPPED FEED.

is in fair demand at \$28 per ton.

POTATOES.

The supply of potatoes is liberal, and the quality of the new crop is excellent. They are worth from 60c to 70c per bushel, but it is expected that they will be considerably cheaper within a week or ten days. The crop throughout the country promises well, and the yield will be large.

BUTTER.

The supply of butter in the city is fully equal to the demand. The price is a shade lower. Quotations now are from 20c to 22c for choice dairy; creamery 23c to 24c.

EGGS.

There is a scarcity of eggs in the city, and prices have advanced from two to three cents per dozen during the week. Good fresh are now worth from 25c to 27c.

CHEESE.

The demand continues good, and the price remains firm at 14c for both new and old stock. Prices in the east tend to decline, but it has had no perceptible effect on the market here.

HAMS.

are firm and advancing. Quotations now are from 16c to 17c, and the probability is that they will not fall below this figure this season again.

BACON.

The demand for bacon continues good and prices hold firm at the following quotations, viz: Long clear, dry salted, 13c to 13 1/2c; smoked 14c; breakfast 16c; no rolls in stock.

MESS PORK.

is beginning to be more inquired for; it is quoted at \$22.50 to \$23.

MESS BEEF.

is being considerably used; it is quoted at \$18.

BEANS.

White beans are in slow demand, and are worth from \$2.50 to \$2.75 per bushel.

MINNEAPOLIS.

The grain markets, says the *Northwestern Miller* of the 24th, have been moderately quiet the past week. Prices have ruled alternately weak and firm, with but limited disposition among dealers to trade. A fair export inquiry is noted in eastern markets, and the movement from there is gradually increasing. Harvesting is general in the North-west, and with the continuance of favorable weather a few weeks longer an average crop of spring wheat will be assured. Quietness reigns in the local grain markets, and the transactions for the week are not large in the aggregate. With the inauguration of the crop movement, activity will be again installed, and the daily sessions of the chamber of commerce will be more interesting and important. The offerings of choice wheat has been limited, with prices for both grade and sample lots well sustained. Coarse grains have been but little in demand, with fair receipts of both corn and oats. A good inquiry for millstuffs is noticed; the markets for bran and shorts being stronger and prices showing an advance of 25 cents per ton. The following were the lowest prices by grade on change during the week ending to-day, together with to-days closing prices.

WHEAT	Highest.	Lowest.	Closing.
No. 1 hard	\$1.16	\$1.14	\$1.16
" 2 "	1.12	1.10	1.12
" 1 Northern...	1.10	1.09	1.10
" 2 "	1.06	1.05	1.06

The situation of the milling business is but little changed from a week ago, there being a good healthy tone to the flour market, with a tendency to higher prices. The volume of trade done by our millers is perhaps smaller, due to a difference of opinion between themselves and buyers as to values; but the former are hard pressed to get good milling wheat, and have fixed pretty stiff prices on their flour, being confident that buyers will finally have to come to their terms. The stock of milling wheat available in this market is limited, and the mills will undoubtedly have to run light to make it last until the new crop is in condition for use. Most of the mills were pretty well contracted ahead previous to the present "boom," and every move

now made as to the future is attended with extra caution. The flour production this week is slightly increased, but the prospects are that there will be a material falling off soon, owing to the cause mentioned. On Tuesday there were eighteen mills in operation, but two or three were expected to shut down before the close of the week. The output will average about 14,000 barrels per day against 13,500 a week ago. Some of the mills, in cases where the owners have wheat, are being pushed to their full capacity, but we hear some complaint of stock not working quite as freely as it might. The wheat stored in Minneapolis elevators, including the transfer elevator, on Aug. 21st, was 650,000 bushels. There were about 350,000 bushels in the mills, making the total amount of wheat in store in the city 1,000,000 bushels, against 1,090,000 last week. On Tuesday the market was tolerably active for wheat, but corn and oats were quiet. Flour was steady and in fair demand. The following quotations represent the business of the day :

WHEAT, No. 1 hard, \$1.14½ to \$1.15; No. 1, \$1.01 to \$1.10; No. 2 hard \$1.09½ to 1.10

CORN, No. 2, 47½ to 48½c; no grade, 40 to 45c.

OATS, No. 2 white, 29 to 30c; rejected, 25 to 28c

FLOUR, Patents, \$6.50 to \$6.75; straights, \$5.60 to \$6.00; clears, \$4.80 to \$5.20.

On Wednesday wheat was in fair demand. Corn and oats were not much inquired for. The business of the day is represented by the following quotations :

WHEAT, No. 1 hard, \$1.14½ to \$1.15½; No. 1, \$1.02 to \$1.10; No. 2 hard, \$1.09 to \$1.10½.

CORN, No. 2, 47½ to 47¾c; rejected, 40 to 45c.

OATS, No. 2 white, 28½ to 29½c; rejected, 24½ to 27½c.

FLOUR, patents, \$6.50 to \$6.75; straights, \$5.60 to \$6.00; clears, \$4.80 to \$5.20.

On Thursday wheat was about the same, and corn and oats continued quiet. The following quotations represent the business of the day :

WHEAT, No. 1 hard, \$1.14½ to 1.15½; No. 1, \$1.02 to \$1.11; No. 2 hard \$1.09½ to \$1.11.

CORN, No. 2, 47½ to 48c; condemned 40 to 45c.

OATS, No. 2 white, 29½ to 30c; samples, 25 to 28c.

FLOUR, patents, \$6.50 to \$6.75; straights, \$5.60 to \$6.00; clears, \$4.80 to \$5.20.

On Friday there was considerable trading, and more grain offered than was wanted. Holders were asking high figures. Some new wheat was offered. Oats and corn were dull. Flour was steady and firmer. The business of the day is represented by the following quotations :

WHEAT, No. 1 hard, \$1.15½ to 1.16; No. 1, \$1.03 to 1.12; No. 2 hard, \$1.011 to \$1.12.

CORN, No. 2, 47½c to 48c; condemned 41 to 46c.

OATS, No. 2 white, 29½ to 30c; samples, 25 to 27c.

FLOUR, patents, \$6.50 to \$6.75; straights, \$5.60 to \$6.00; clears, \$4.80 to \$5.20.

On Saturday there was a fair amount of business done at figures not much changed from the previous days quotations. The business of

the day is represented by the following quotations :

WHEAT, No. 1 hard, \$1.15½ to 1.16; No. 1, \$1.03 to 1.11½; No. 2 hard \$1.11 to 1.12.

CORN, No. 2, 47c to 47½c; no grade 41c to 45c.

OATS, No. 2 white, 29½c to 30c; rejected 25 to 27c.

FLOUR, Patents, \$6.50 to 6.75; straights, \$5.60 to 6.00; clear \$4.80 to 5.20.

CHICAGO.

The market for the week has been very quiet. Transactions were comparatively small in number and extent, and fluctuations were within a narrow limit. On Tuesday wheat was quiet, and only a small business was done. Trade was somewhat interfered with by the burning of the Western Union Telegraph office. Corn was quiet, but firm. Oats were dull. A light business was done in provisions at steady prices. Quotations towards the close were :

Wheat	Aug.	\$1.02	Sept.	\$1.02½
Corn	"	51½	"	50½
Oats	"	26½	"	26½
Pork	"	12.40	"	12.40
Lard	"	8.70	"	8.70

On Wednesday wheat still continued quiet. Corn was more active and somewhat unsettled, and oats were moderately active. Provisions were stronger. Quotations towards the close were :

Wheat	Aug.	\$1.02	Sept.	\$1.02½
Corn	"	51½	"	50½
Oats	"	27	"	26½
Pork	"	12.40	"	12.32½
Lard	"	8.67½	"	8.62½

Thursday was another quiet day in wheat. Prices ruled steady, but a shade easier. Corn was quiet and dragging. Oats were dull and weaker. In provisions very little business was transacted. Quotations towards the close were :

Wheat	Aug.	\$1.01½	Sept.	\$1.02½
Corn	"	51½	"	50½
Oats	"	26½	"	26½
Pork	"	12.05	"	12.05
Lard	"	8.45	"	8.45

Friday differed very little from the day previous. Quotations towards the close were :

Wheat	Aug.	\$1.01½	Sept.	\$1.02½
Corn	"	51½	"	50½
Oats	"	26½	"	26½
Pork	"	12.10	"	12.08
Lard	"	8.50	"	8.50

The market on Saturday was dull, and prices were quiet but steady. Quotations towards the close were :

Wheat	Aug.	\$1.01½	Sept.	\$1.02½
Corn	"	51½	"	50½
Oats	"	26½	"	26½
Pork	"	12.15	"	12.15
Lard	"	8.55	"	8.55

TORONTO.

STOCKS.

There has been quite an improvement in the stock market during the past week. Considerable activity prevails, and prices have a tendency to advance. It was about time there was a change, as the monotony that characterized the market for some time previous was becoming wearisome. On Wednesday there was a general improvement in all bank stocks. As

compared with last week's quotations, closing bids were :

	Aug. 15.	Aug. 22.
Montreal	197½	198
Ontario	113½	114½
Toronto	183½	184½
Merchants	120½	121
Commerce	132	133
Imperial	142	142
Federal	158½	159½
Dominion	200	201½
Standard	114½	114½
Hamilton	116	117
North-west Land	50	50
Ontario and Qu'Appelle	123	123

GRAIN AND PRODUCE.

The past week has been a quiet one in the local market, very little of anything offering. Old stocks are running low, and quietude will necessarily continue until the new crop begins to offer. Crop prospects are better than was expected some time ago, and the general opinion is that prices, especially of wheat will advance.

WHEAT.

There has been a good demand at steady prices, but there has been scarcely any obtainable. Prices are firm at the following quotations: Fall No. 2 \$1.10 to \$1.12; No. 3 \$1.00 to \$1.10; Spring No. 2 \$1.14 to \$1.15; No. 3 \$1.11 to \$1.12.

OATS.

Receipts have increased during the week, and prices have had a declining tendency. Western on track are worth 40c to 41c; street prices 42c.

BARLEY.

There is as yet none offering, and consequently nothing doing. A fairly good crop is expected, and there is an easier feeling. Quotations are: No. 1, 48c; No. 2, 68c; extra No. 3, 59c; No. 3, 48 to 50c.

RYE.

The price is nominal at 60c, either in store or on the street.

POTATOES.

The quality of the home product is very poor, and finds slow sale at from \$1.75 to \$2 per barrel. Imported sell at from \$2 to 2.25 per brl.

FLOUR.

Receipts have been light. All offered finds ready sale at firm prices. Holders are inclined to wait in expectation of an advance. For Superior extra \$4.95 to \$5 is bid, but holders are about 10c higher; extra is quoted at \$4.85 to \$4.90, and not in such keen demand as superior.

BUTTER.

There is no improvement noticeable in butter. Stocks both in the city and throughout the country are increasing, and now reach a large amount. There has been no demand for shipment, although lots have been offered at from 13c to 14c. Selections have sold slowly at 15c. No demand for inferior. On the street pound rolls sell at from 18c to 19c; best dairy at 15c to 16c.

EGGS.

Receipts have been light, and scarcely equal to the demand. Prices are firmer. Round lots have sold at 16c to 17c; on the street really fresh bring 19c to 20c.

CHEESE.

There is an easier feeling in cheese, English quotations showing a decline. Fine quality brings from 10½ to 11c; skim 9c.

PORK.

There has been very little activity in pork, but prices are well maintained. Small lot shave sold at from 19 to 20c.

BACON.

There has been a better demand than for some time. Tons and cases of long clear have

sold at 9 $\frac{1}{2}$ to 10c; and 9 $\frac{1}{2}$ for Cumberland. Breakfast is scarce and is quoted at 13 $\frac{1}{2}$ to 14c.

HAMS.

Stocks are low and held firmly at 13 $\frac{1}{2}$ for smoked, and 14c for canvassed. Pickled are quiet at 13c.

SUNDRIES.

Dried Apples, barrelled, 10c; evaporated do 10c; Oatmeal per 136 lbs, \$5.00 to \$5.15; Cornmeal \$3.76 to \$3.90; Apples \$2.50 to \$3.00 per barrel for home growing; White beans \$1.65 to \$1.80; Hops 32 to 37 $\frac{1}{2}$ for first class.

Turner, Mackeand & Co.'s New Premises.

While groundless assertions regarding the bleak prospects of North-western trade are so numerous, it seems strange that leading wholesale houses of this city are compelled to enlarge their business facilities so keep pace with the demands of their trade. An instance of this kind is to be found in the extensive addition to old premises just finished by Messrs. Turner, Mackeand & Co. Their new building fronts on Bannatyne street, and covers an area of 34 $\frac{1}{2}$ by 145 feet. It is of solid brick with stone basement, the walls commencing at the foundation two and a half feet thick and tapering to fourteen inches on the upper storey. There are the basement and street floors the full size of the area, and two floors above 34 $\frac{1}{2}$ by 100 feet, giving in all nearly 18,000 square feet of floorage, which with the old building added will give the firm nearly 30,000 square feet. The new building is constructed with all possible strength, beams and pillars being of the finest oak, and is as near to fire-proof as possible. First-class hoisting arrangements have been supplied, and the heating arrangement will be ample for the preservation of the most perishable goods during the coldest time in winter. Ample space has been divided off for bonded goods, so that the firm will have within their own walls every facility for handling either bonded or duty free goods, so that they will be able to hold their place among the leading wholesale grocery and wine dealers of the Dominion. Altogether the establishment is a monument to the enterprise of Messrs. Turner, Mackeand & Co., and the new building reflects great credit upon its architects and builders, being not only a substantial structure, but considerable of an ornament to the street on which it is located.

Coal Mining With Lime in Lieu of Powder.

The Pittsburgh *Manufacturer* reports that a test was made lately of the lime process in the Eureka mine at Houtzdale, which was witnessed by a number of gentlemen interested in mining. The process and its advantages have often been referred to, but a description of the modus operandi may be of value. The cartridges are pure carbonate of lime into dies two and a half inches in diameter by seven inches deep, and then submitting the column of lime to a pressure of forty tons at each end, reducing it from several inches to four and a quarter inches in length, thus nearly doubling its density. A projection in the die forms a groove on the side of the cartridge, about half an inch in diameter. A light boring machine adapted to the purpose drills a hole two and a half inches in diameter, to depth required in the coal. Then an iron tube about

an inch in diameter, having a small external channel or groove on the upper side, and provided also with perforations is inserted along the whole length of the bore-hole. This tube is enclosed in a bag of muslin covering the perforations at one end, and has a top fitted on the other end. The cartridges are then inserted and lightly rammed, so as to fill the bore-hole. After the cartridges have been enclosed by tamping in the same way as with gunpowder, a small force pump is connected with the top at the end of the tube by means of a short flexible pipe, and a quantity of water, equal in bulk to the quantity of lime used, is forced in. The water being driven to the far end of the shot-hole through the tube, escapes along the groove and through the perforations and the muslin, flowing towards the tamping into the lime saturating the whole of the charge and driving out the air before it. The top is then closed so as to prevent the escape of the steam generated by the action of the water on the lime, and the flexible pipe attached to the pump is then disconnected. The action of the steam first takes place, cracking the coal away from the roof, and this is followed by the expansive force of the lime. The block of lime when slacked in an unconfined space will occupy about five times its original bulk.

The tests made at Houtzdale were quite successful, but the coal was found to be somewhat too soft.

MINNEDOSA.

Messrs. Sword & Moor, of Brandon, are bringing in a large stock of sash, doors and fine lumber, and have opened business in Barker's block on Tilson street.

Work on the railway grading is proceeding rapidly. The "dump" is completed on the south side of the river to the town limits, and the gang is now at work on the north side.

The heavy rain during the past week, although interfering to some extent with haymaking, has been of much benefit to the grain which was in some places ripening too quickly. Barley harvesting has commenced, and the grain promises to turn out well.

An agricultural society has been formed with headquarters here. The usual Government grant has been made in favor of the society, and aid has also been granted by the county and town councils. Prize lists are being issued and an exhibition will be held this fall.

BRANDON.

Bower, Blackburn, Mundle & Porter have been appointed Ogilvie & Co's. agents here. The latter firm's new elevator is being pushed forward rapidly.

There are no changes in business circles this week. Geo. Ripple & Co. have secured an extension; they deserved all the consideration given them by their creditors.

Business during the past week has been good considering that the farmers have been kept from town on account of the approaching harvest. Merchants are beginning to feel better as their stocks which have been far too heavy are becoming reduced. A bright fall trade may be expected as the crop of wheat is above the average and good prices will be secured, oats

however will be low. Potatoes have been largely planted and a large crop must bring down prices.

Considerable interest is being worked up here over the railway question. The citizens are beginning to see that our town is likely to be left behind if something is not done towards the encouragement of railways. So long as there was no chance of Brandon having its country cut off from it there was no necessity to go to any expense, but now that there is a chance of losing part of its best trade to the north, it is time something was being done.

EDMONTON.

From the Bulletin:

W. J. Walker has rented the Manitoba hotel from D. McLeod.

D. Maloney has erected the first frame house in the Edmonton district.

Carpenters' wages are \$4.50 per day, but the demand is not very brisk.

J. Hebert's mining machine has been tested, and found to work satisfactorily.

John Simons has been appointed bailiff for the Edmonton division of the Saskatchewan judicial district.

Barley was harvested near here on the 31st of July. Haying was in full blast at that time, and the crop is good.

The first commercial traveller has appeared in Edmonton, in the person of Mr. J. J. Fanning, representing James O'Brien & Co., of Montreal and Winnipeg.

The headquarters of this H.B. Co. district is to be removed to Calgary, which will be the shipping point for supplies to this part of the district and the regions further north. Mr. Hardisty will supervise the district from Calgary, and Mr. James McDougall, late of Dunvegan, Peace river, will take charge at Edmonton.

Edmonton which has been in the background so long in the matter of connection with the outside world is well supplied just now. Two stage lines, a weekly and a fortnightly, are now or will shortly be in operation between this place and the end of the track, with still others in prospect. Pending the letting of a mail contract for this week, both lines carry letters free.

Burbank's river improvement party has commenced the work of clearing the steamboat channel of boulders all the way down to Prince Albert. The party comprises about twelve men and the outfit is carried on two barges or scows. Mr. Burbank is of opinion that although the improvements proposed on the Saskatchewan at the present time are not sufficiently thorough to altogether answer the purpose which they were intended to serve, it is quite possible by a comparatively small further expenditure to make the river perfectly navigable for ordinary river steamers during the whole season of open water. The great trouble with the river is not so much the presence of boulders—although these are the greatest source of danger—but from shallow places caused by the water being distributed over too wide a surface or in a number of different channels. There is plenty of water in the river at its lowest stage to float steamboats of any possible size, but it requires to be concentrated.

PORTAGE LA PRAIRIE.

Goldie & Co. have let contract for a \$1,500 addition to their brewery.

The Ogilvie elevator is nearly completed. The C.P.R. have run a switch past it.

The brick for the Brandon court house is being shipped from W. P. Smith's yard here.

The paper mill has considerable difficulty at present in obtaining sufficient straw to keep it in active operation.

The Assiniboine mills have shut down a short time, in order to put the mills in good shape to handle the new crop.

Mr. J. Robertson has been placed in charge of the Campbell & Fulton estate by Mr. Dowling, the assignee, who has returned to Ontario.

Mr. A. Mowat is retiring from the banking firm of Alloway, Champion & Mowat, with which he has been connected for the past two or three years.

The crops are looking well, and in about a week harvesting operations will be in full blast. It is feared that some of the late grain may be injured by frost.

The Portage Knitting Company is applying for letters patent of incorporation. The applicants are:—Thomas Garland, F. McLean, W. R. Black, Robt. Watson, H. Leroy, H. C. Patterson, W. P. Smith, E. W. Snider and D. Rodger. The capital stock of the company is placed at \$100,000, divided into one thousand shares of \$100 each. The object of the company is the manufacture of woollen goods of all kinds.

MANITOBA CITY.

We want now a few reliable men of capital and energy. With such the success of and growth of Manitoba City is beyond question.

Our long tried patience has at last been rewarded by seeing the announcement over Mr. Van Horn's signature, that a station has been permanently located at Manitoba City. This announcement gave great satisfaction to all persons in this section of country, and all were still further pleased when they saw Mr. Stewart with a large force of men and teams commence to grade up the road from the present terminus to the site of the new station. They are getting on rapidly with the work, and we expect to see sidings and all completed in three or four weeks.

We understand it is the intention of the C. P.R. Co. to erect a large and substantial passenger station, as well as commodious freight sheds, also that they will make this the end of a division and erect a round house and repair shops here.

Mr. John Stewart deserves the success which he has thus far obtained in getting the town site located beyond the possibility of a doubt, for no person in any enterprise has displayed more energy or patience than he. And now that there will certainly be a most substantial boom here in his favor we understand he intends to deal liberally with all who desire to purchase lots. Already we have had several parties here seeing what are the prospects. All seem highly delighted with the situation. One gentleman has bought forty or fifty lots, and has two car loads of material on the ground for the erection of two stores. Several other buildings are projected, amongst them one or two large hotels,

and five or six implement warehouses, and just here we might mention that the amount of farm implements and machinery sold here during this season has run up to about \$100,000, and we are told by agents that this is one of the best points in Manitoba for these goods.

W. L. BRUCE,
General Employment and Intelligence Office.
(Special Attention Paid to Advising Immigrants.
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Ash, Beech, Birch, Cedar Elm, Maple,
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Seed Catalogue mailed free to farm owners.
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A saving of fully 75% of oil, which will more than cover its cost in a few months. We guarantee perfect satisfaction as they never fail. Send for prices and particulars.

Notice to Creditors.

Notice is hereby given that Donald Hope and Edwin Bromley, of the City of Winnipeg, Tent Manufacturers, trading under the name and style of HOPE & BROMLEY, have made an assignment of their estate and effects, real and personal, to me in trust for the benefit of all their creditors.

All persons having claims against the said HOPE & BROMLEY are requested to send in to me such claims duly attested, showing security (if any) held by them, within one month from the date hereof, as I will after that date proceed to distribute the assets of the said estate among the creditors of whose claims I shall have notice.

D. K. ELLIOTT, Trustee.

Dated at Winnipeg, this 15th day of August, 1883.

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Pyramid of Assets.

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

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

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(LIMITED.)

CAPITAL \$2,500,000

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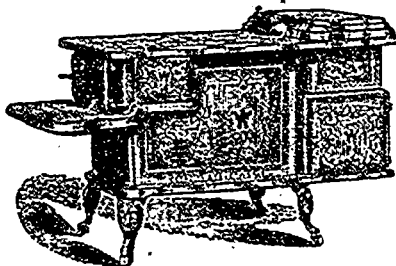
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Canadian Pacific R'y Co.

(WESTERN DIVISION)

TRAIN SERVICE.

CHANGE OF TIME

On and after April 1st, 1893, Trains will move as follows:

Going West.	Going East
8.15 a.m. leave Winnipeg	arrive 6.05 p.m.
11.10 " Portage la Prairie	3.15 " "
2.30 p.m. Brandon	12.01 " "
4.15 " Oak Lake	10.20 a.m.
11.30 " Broadway	3.30 " "
5.55 a.m. Regina	8.30 p.m.
10.55 " Moose Jaw	4.15 " "
9.00 p.m. av Swift Current	7.00 a.m.

6.40 a.m. leave Rat Portage	arrive 4.03 p.m.
1.40 p.m. Whittemouth	12.20 " "
3.45 " Selkirk	0.50 a.m.
4.55 " arrive Winnipeg	leave 8.45 " "
8.25 a.m. leave Winnipeg	arrive 4.10 p.m.
9.45 " arrive Stonewall	leave 2.30 " "

Daily - except Sundays.

Going South.	Winnipeg	Going North.
Leave	Winnipeg	Arrive.
7.35 a.m.	*7.25 p.m.	10.35 a.m.
	Otterburn.	17.00 p.m.
8.50 a.m.	8.50 p.m.	5.20 a.m.
	Emerson.	5.50 p.m.
10.25 a.m.	10.13 p.m.	4.05 a.m.
Arrive.	St. Vincent.	4.40 p.m.
10.40 a.m.	10.23 p.m.	3.45 a.m.
		4.20 p.m.

: Daily.
* Daily except Saturdays.
† Daily except Mondays.

SOUTHWESTERN BRANCH.

Going South.	Winnipeg	Going North.
Lv 7.30 a.m.	Winnipeg	8.50 p.m.
11.40 " Morris	4.45 " "	4.30 p.m.
Ar 1.55 p.m.	Gretna	2.50 " "
5.00 " Manitoba City		7.35 a.m.

Mondays and Thursdays to Gretna and return.
Tuesdays and Fridays to Manitoba City and returning from there on Wednesdays and Saturdays.

SPECIAL NOTICE

Magnificent Palace Sleeping Cars will be run daily between Winnipeg and Regina.

Trains move on Winnipeg time.

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

Chicago and Grand Trunk Railway.

GOING EAST.
Leave Chicago 9.10 a.m., 3.30 p.m., 8.30 p.m.; arrive at Port Huron 10.30 p.m., 5.30 a.m., 10.35 a.m., 10.10 a.m., 5.15 p.m.
Leave Port Huron 6.10 a.m., 7.55 p.m., 8.00 p.m., 4.15 p.m., 11.00 a.m.; arrive at Chicago 6.50 p.m., 7.45 p.m., 8.00 a.m., 6.40 a.m., 9.00 a.m.
Pullman palace sleeping coaches are run through with outchange; between Chicago, and Bay City, Detroit, Toronto, Montreal, Boston, Niagara Falls, Buffalo, and New York via Port Huron, as follows:

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

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

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

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

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

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

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

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

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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.

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

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Express leaves St. Paul at 7.00 p.m. and 8.09 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.

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