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LONDON, TORONTO AND WINNIPEG.

MANUFACTURERS OF
McCLARY'S 'FAMOUS' STOVES

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

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

J. W. DRISCOLL, Manager.

D. O. BRICKER,
—THE KING—

Felt, Pitch & Gravel Roofer

OF THE NORTH-WEST.
GUARANTEEING EVERY ROOF PERFECT.

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

Leaks in old roofs stopped. Roofing done in outside towns at short notice.
Shedding & Cedar Block Paving done under the supervision of MR. JAMES BRENNAN, who has had fifteen years experience in Montreal and Toronto, and is one of the best workmen in this line on the continent.

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

JAMES ROBERTSON & CO.

—IMPORTERS OF—
**TINSMITHS AND PLUMBERS SUPPLIES,
AND GENERAL**

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

W. HIGGINS & CO.

—WHOLESALE DEALERS IN—
BOOTS AND SHOES,

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

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

55 QUEEN ST. EAST, WINNIPEG, MAN.

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

677 AVENUE ST., OPP. POST OFFICE, WINNIPEG

TO THE TRADE.

HODGSON, SUMNER & CO.

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

Special attention is invited to the extensive assortment of Small Wares and Fancy Goods, comprising full lines of Berlin Wools, Fingering Yarns, Embroidery Silks, Flosses, Embroideries and Insertions, Brigs Paper Patterns, Dolls, Albums, Writing Desks, Work Boxes, Stationery, Beads, Table and Pocket Cutlery, Jewellery, Drug-gists Sundries, etc.

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

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Hardware, Stoves & Tinware

MANUFACTURERS OF
GALVANIZED IRON CORNICES.

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

520 & 522 MAIN STREET, WINNIPEG.

G. F. STEPHENS AND CO.,

Importers of and Wholesale Dealers in
PLAIN, FANCY AND PLATE

WINDOW GLASS

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

93 Portage Avenue. - - WINNIPEG.

THE VULCAN IRON WORKS.

CASTINGS, BRASS AND IRON.

IRON COLUMNS.

ROOFINGS, LIGHT AND HEAVY,

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MILLWRIGHTING.

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—AND—

WHOLESALE DEALERS

WINE, SPIRITS AND CIGARS

477 MAIN STREET, WINNIPEG.

H. C. CARMAN, CONTRACTOR AND MANUFACTURER. Stone, Lumber and Brick for sale.

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

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

F. F. & H. BOEHLER, DEALERS IN MONUMENTS, HEAD Stones, Mantle Pieces, Grates, &c. Special designs furnished on application. Main St., Winnipeg.

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

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

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

WHOLESALE WAREHOUSE:
Rupert Street, West, Winnipeg, Manitoba.
Foundries—Hamilton and Toronto.
JAMES BURRIDGE, Manager.

DENNIS BRUNDRIT,
COMMISSION AGENT AND GENERAL
BROKER.

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

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

**BROKERS,
AND COMMISSION MERCHANTS.**
Custom House business attended to promptly.
All kinds of goods bought and sold on commission.

**JOSEPH BARROWCLOUGH,
MATTRESS WORKS,
11 JAMES ST. EAST, WINNIPEG.**

Is now prepared for fall trade with large stock of material.
"TECUMSEH HOUSE,"

DIRECTLY OPPOSITE C. P. R. STATION,
MAIN STREET, WINNIPEG.

**H. W. SMITH & CO., PROPRIETORS,
THE MACKIE HOUSE,
ST. BONIFACE.**

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

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

**A. T. McNABB,
A NO. 1 CARRIAGE WORKS
527 MAIN STREET,**

WINNIPEG.
**THE QUEEN'S HOTEL,
COR. QUEEN AND NOTRE DAME STS.
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PRACTICAL SHIRT MAKER.
SIGN OF THE BIG SHIRT.

No. 2 McWILLIAM STREET, WINNIPEG.

STOBART, EDEN & CO.

GENERAL

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IMPORTERS OF

British,

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American

DRY GOODS!

412 MAIN STREET,

Will remove to new premises
on Queen Street next
January.

STOBART, EDEN & CO.

R. J. WHITLA & CO.

IMPORTERS

—OF—

DRY GOODS!

An inspection of our large
and well selected stock is
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Full Lines of Fall and Winter Goods

Now in Store.

R. J. WHITLA & CO.

Cor. McDermott & Albert Sts, Winnipeg.

MONTREAL: THIBAudeau BROS. & CO.

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English, French

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FANCY AND STAPLE

DRY GOODS.

THISTLE STREET,

WINNIPEG.

JAMES O'BRIEN & CO.

WHOLESALE

CLOTHIERS,

28 THISTLE STREET,

WINNIPEG.

DONALD FRASER, Manager.

NOTICE OF DISSOLUTION.

THE FIRM OF

GORDON, ADAMSON & CO.

Has this day been dissolved by mutual consent
Dated 6th September, 1882.

WILLIAM GORDON,
ROBERT ADAMSON,

Witness, John S. Ewart.

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

Manitoba Steam Coffee and Spice Mills.

G. N. SCOTT & CO.

IMPORTERS, MANUFACTURERS AND WHOLESALE
DEALER IN

COFFEES, SPICES

MUSTARD & GROCERS SPECIALTIES.
Roasting and Grinding for the Trade.

Cooper St. Near the new Court House, Winnipeg.

P. O. BOX 337

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AUCTION MART.

T. J. E. SCOONES,

AUCTIONEER, APPRAISER & REAL ESTATE
AGENT.

OPPOSITE CITY HALL, WINNIPEG.

Late A. Harris, Son & Co.'s premises.
Sales of every description held in any part of the city or
Province.

EDWARD LLOYD

Takes the opportunity of informing his friends and the
public of Winnipeg generally that he

Has purchased the entire interest of
Mr. T. P. Murray

In 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
given to his predecessor.

EDWARD LLOYD,

436 Main St., Winnipeg.

J. S. COOLICAN,

"THE EXCHANGE,"

Corner Main St. and Portage Ave.

Winnipeg, Man.

REAL ESTATE AND TRADE AUCTIONEER,
LAND VALUATOR & FINANCIAL AGENT

Advances Made on Goods in Warehouse or
in Bond.

SALES PERSONALLY CONDUCTED & RETURNS
PROMPTLY RENDERED.

TURNER, MACKEND & CO.

WHOLESALE

GROCERS,

35 BANNATYNE STREET

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

The Commercial

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

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

VOL. 1.

WINNIPEG, OCTOBER 17, 1882.

NO. 3

The Commercial

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

ISSUED EVERY TUESDAY

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

ADVERTISING RATES.

1 month, weekly insertion.	\$0 30 per line.
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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. 17, 1882.

G. E. F. HANWELL, hotel keeper, of Broadview, has removed to Troy.

A. H. McLEAN, dealer in groceries, has removed to Qu'Appelle.

J. HOSE, dealer in tinware stores, and so forth, of Rat Portage, is about to open a branch house at Regina.

W. J. CARRUTHERS, of Rat Portage, has, we understand, sold out his saw mill at that place.

MESSRS. Young & Downs, of Virden, have dissolved partnership, and the business will in future be carried on by James Downs.

JAMES LYSER, dealer in clothing and gents' furnishings, is about selling out his business on Main Street, to White, Monaghan, & Co.

MR. BANSATYNE, late of the Customs Department in Winnipeg, has gone into a mercantile life and has opened a general store at Souris City.

THE license granted by the Provincial Government at Rat Portage took effect on the 15th inst. Four houses will now be engaged in the retail business in that town,

MESSRS. HAMILTON & GAZENS, dealers in woollen goods, of Toronto, Ont., are about to move their business to this city, which will make quite an addition to the city's wholesale trade.

MR. WOODS, of the firm of Hossack, Woods & Co., wholesale grocers, etc., of Quebec city, is about to move to Winnipeg, and will probably soon open out in the same line of business here.

THE firm of James O'Brien & Co., wholesale clothiers, Thistle Street, expect to move during the next month into their new premises on Princess Street, in the new building, immediately west of the Henderson block.

THE delay in laying the track of the street railway is caused by a deficiency in the supply of ties. The demand for these all over the North-West is so great that it is not astonishing that some enterprise should suffer thereby.

AMONG the business changes of Winnipeg during the past week is the dissolution of the firm of Murray & Lloyd, real estate brokers, auctioneers and commission agents. Mr. T. P. Murray retires, and the business will be conducted by Mr. Edward Lloyd in his own name.

THE importance of Winnipeg and Manitoba generally has had another recognition from the Michigan Central Railway Company, who have appointed Mr. W. M. McLeod, of this city, agent for Manitoba. Persons having freight shipped over this well managed line will now be able to get prompt attention to any business they may require done.

MESSRS. Rogers, Burnett & Johnson, who recently let the contract for the building of a grain elevator at Brandon, are about to erect a similar house at the town of Millford, which is surrounded by a splendid grain producing country, and where such an institution must prove a financial success.

A SENSELESS rumor recently gained credence that freight from the East to Rat Portage would have to be forwarded to Winnipeg and then sent home. Mr. Holmes, station agent at Rat Portage, has dispelled the rumor by announcing on authority from headquarters, that all freight for that town would be unloaded on its arrival from the East.

BUSINESS of every description pays well in Winnipeg, if properly attended to, but a bar

and a billiard hall on a prominent thoroughfare is evidently a small gold mine to its proprietor. We are informed upon the most reliable authority that one prominent institution of this class on Main Street cleared over \$10,000 net profits during the past three months.

THE first instalment of the new sidewalks for Main Street is now laid between Market and James streets, and are 18 feet wide.

PERSONS who are about to lay in their winter supply will be pleased to see the present cut in the price of coal. The price of hard coal was down to \$14 a ton on car lots yesterday, and further reductions may be expected very soon.

A few merchants have been complaining to us during the past week about the delays of the Cartago Co. We think these complaints are premature. Give the Company a little longer trial.

THE first supply of fresh fish from Lake Superior over the Thunder Bay branch of the C.P.R. came to Winnipeg last Saturday. This route will enable wholesale dealers to supply Lake Superior trout at 4c a pound cheaper than formerly.

THE grocery house of C. & J. Rick, of this city, have been compelled to call a meeting of their creditors, which took place on Monday evening. The result of the meeting we are not yet aware of, but we understand there is every probability of a settlement being rendered.

THE *Manitoba Mountaineer* of the 10th inst. has a paragraph telling of a bottle of excellent quality of syrup extracted from cane grown near the village of Carman. The grower assured the *Mountaineer* that cane is an easy and certain crop to raise. If such be the case the people of Manitoba may soon use pure home-made syrups instead of destroying their stomachs with glucose adulterated trash from the United States.

AMONG the insurance agents in this city who have full power to issue policies, adjust losses, and act with the authority of managers, the name of C. W. Girdlestone now appears. He now possesses these powers for the City of London Fire Insurance Company, the present chairman of which is the Lord Mayor of the English capital. The same gentleman is also agent for the Cunard Line of Steamships, and in both departments he has agents at all the leading points in Manitoba.



A Dakota Coal Find.

The Grand Forks *Herald* of the 11th inst. is responsible for the following:—

Yesterday word reached the city of the discovery of a fine quality of lignite coal, in paying quantities, about 40 miles west of Fort Totten. The discovery was made by Chas. Hallerman, who exhibited an excellent specimen, which resembled bituminous coal rather than lignite, and burned much like the former. The vein was eight feet thick and remarkably free from shale and all foreign substance. It cropped out from a slide hill, having a dip of about 45 degrees, and was in a position to be easily worked. There is excellent land in the immediate vicinity, and a projected railroad will tap that section of country. A company is being formed in this city to secure the bonanza, with the intention of working it next season when the land becomes settled.

Advance in the Price of Beer.

The exceptionally high price of hops is beginning to be strongly felt by brewers in the Eastern Provinces, and a general intention of raising the price of beer is gaining ground among that class. Like most other movements, the beer rise takes its origin in the East and spreads gradually Westward. Halifax, N.S., has taken the initiative, and at a meeting of the brewers, held in that city on the 6th inst., it was decided to advance the price of ale to the following figures: First quality, 45c. per imperial gallon, equal to 37½c. wine measure; second quality, 37½c. per gallon, equal to 31c. wine measure.

A Toronto daily of the 9th inst. says:—

It is tolerably certain that for a good space of time both the brewers of this and other cities have seriously contemplated a rise in the prices of this beverage. The dearth of hops is assigned as the cause. So long back as the lager question was made the subject of several stormy meetings of retail liquor men, it was alleged that the next step taken by the brewers would be an advance in prices of "strong beer." The Halifax men have now taken the initiative, and it is thought that the brewers of Toronto will not be long in following suit. However, these gentlemen do not say much in the matter at present, although they have hinted that they see no other alternative but to advance. Their action will be anxiously looked for by those interested.

Like an avalanche coming down a hill, this advance may have gathered great force before it reaches Manitoba, but it will have to gain with unprecedented rapidity if it will affect the retail price in Winnipeg—that is, if we may be allowed to make any comparison between it and the brewers' figures in Halifax.

Manitoba Insurance Agencies.

A great amount of complaining has recently been heard about the exceptionally high rates of fire insurance in Manitoba towns, and in the city of Winnipeg particularly; and several leading Eastern journals have tendered advice of more or less value on the subject. Insurance companies are perfectly justified in looking to their own safety in this matter, and no person who has ever carried fire insurance to any extent will doubt their aptitude in getting upon the safe side.

There is always a mortal fear of great fires in new Western cities, and the history of many of these go to strengthen this feeling. The terror, however, is much greater when the risk is viewed from a distance, and nothing tends so much to

lessen it as a residence in some Western center. Insurance managers at a distance are liable to err in this estimate of distant risks, and as far as Winnipeg is concerned they are specially careful to err upon the safe side. No parties are so well fitted to judge of risks as those who live in the vicinity of the same, and none are better able to properly adjust losses by fire.

Inquiry reveals the fact that a very large proportion of the insurance companies doing business in this Province are represented by agents, who are to a great extent irresponsible. Such agents have no power to issue policies, adjust losses, or judge of the premium on risks, but are merely canvassing and collecting agents, with no power to act further in the name of the corporations they represent. There are several agents in this city who possess all the powers mentioned, with the exception of the fixing of rates of premium, and the companies represented by such have to some extent recognized the necessities and importance of the city and Province. It is asking but little for the policy-holders of Winnipeg that all insurance companies should follow a similar course, and that the fixing of rates be entrusted to the judgment of those resident and responsible agents. The matter would then be at least in the hands of men who had practical every-day knowledge of the insurance wants of the city. The days are past when Manitoba could be treated as a far-off colony, and Winnipeg as a frontier town, and insurance companies should recognize this fact, if they wish to retain the business they have already secured and add to the same. Institutions can be established and successfully conducted in a new country like Manitoba which it would seem folly to float in older localities, and it is not an improbability that the business public of this Province may get weary of a system of insurance which fails to guard their rights and supply their wants, and organize a local system more in keeping with the necessities of the country.

There are numerous ideas we might import from our cousins south of the boundary line, and in some of the Western States no insurance company can carry on business without depositing a portion of its surplus funds within the State; nor can they advertise any more funds in the line of capital or surplus than the sum thus deposited amounts to. Companies can thus be sued where the policy-holder resides without his going to their head-quarters, and the people have their insurance rights guarded by the laws of their own State. Such a system as this would no doubt be too radical a course to adopt in Manitoba at present, but without going so far the people of the Province hold in their hands the power of rectifying many of the evils of insurance which are now complained of.

The exploring party which was recently sent out by the Winnipeg and Hudson's Bay Railway Company have not yet been heard from, and their reports regarding certain portions of the route will be anxiously waited for by persons interested in this great scheme. General Rosser, who is now in Virginia, will start out as soon as frost is thoroughly set in, and he can travel by dog trains.

Farmers and the Commercial Situation.

Under this heading the Montreal *Gazette* of the 7th inst. has a long article showing how the farmers of Canada by a system of holding back grain crops in hope of obtaining higher prices are seriously impeding the regular flow of trade generally. The article, after detailing the losses and risks the farmer runs in storing grain over winter, proceeds to point out the evil effect such a course has on trade generally. This portion is well worthy of careful perusal, and we append it in full:—

To the trade of the country the retention of the crop in farmers' hands has a serious aspect. Retailers purchased liberally fall and winter stocks during the summer and autumn in the expectation not only of a large harvest being gathered, but of its being converted into money at an early day. That had been their experience in the past three seasons, and as a result payments during the winter were prompt, and trade moved evenly and without friction. But if the harvest is not to reach market until an indefinite period in the spring, and farmers' accounts are to remain unpaid until their produce is disposed of, it is manifest that a disturbing if not dangerous element will be introduced into the commercial situation. In the next six months the danger arising out of a holding back of grain is likely to be the more serious because of the reduction recently made in the balances in the hands of foreign bankers. That balance is several millions of dollars less than at this date last year; it can be increased only by shipments of produce or foreign loans. The latter we cannot expect to be made, as the Government has been for three years past, and is now borrowing all the money required for public works and ordinary charges, within the Dominion, from the savings banks and current revenues, and unless the colonization companies or the Pacific Railway Company float loans abroad, neither of which seems immediately probable, our supply of foreign exchange must be dependent upon the sales of produce to the United States and to Great Britain. The imports this fall are among the heaviest in the history of the country, and the remittances to be made during the winter and spring will require the purchase of large amounts of exchange, to provide which may tax the resources of the banks, and if these purchases of exchange for the settlement of the foreign indebtedness of the mercantile community involve an extension of credit at home, the situation becomes all the more serious. We do not mean to pose as alarmists, but it is useless to shut our eyes to the fact that a general adoption on the part of the farmers of the policy of storing their grain is calculated to disturb trade. How important it is to the satisfactory progression of business that crops should early be marketed now that the Government has ceased to borrow money abroad, may be inferred from what has already been said. If we had merely an internal trade to deal with the difficulty would be of small consequence; but we have to liquidate a large foreign indebtedness during the next year out of the proceeds of the sale of our surplus products, and if these are not marketed, the only course open is an extension of our credit abroad. That undoubtedly can be obtained, but it would be infinitely better to press forward our abundant stores, and avoid even the possibility of individual cases of embarrassment. As yet the shipments of our crop have been small, but there is yet time to obviate all chance of difficulty, if farmers will adopt a course not less advantageous to them than to the general trade of the country.

Outside of this injury to trade complained of by the *Gazette*, farmers would do well to remember that during 1879, 1880 and 1881 grain as a rule was higher in price during the early winter than in the spring, and in both of the former years it touched its highest point in December, and both seasons gradually declined thereafter, and reached its lowest point late in the spring. As a system for speculation, therefore, storing grain over winter is not profitable at all times.

Lime as a Preservative of Wood.

Under this heading the *News and Frontier Advocate* of St. John's, P. Q., publishes the following article, which is worthy of consideration in a country like this, where so much wood is used in building operations:—"It is said that experiments are being made in France to test the value of lime as a preservative of wood. Planks are piled in a tank and covered with a layer of quick lime; the latter is gradually slacked with water. The time required for the lime to take effect depends on the thickness of the wood. Timber for mines becomes impregnated in about a week. The facts that led to these experiments are given as follows: Some forty years ago, a schooner built of unseasoned Main lumber was laden with lime, went ashore, and bilged; afterwards she was raised, and is still in the service. Another was of a platform used by three successive generations for mixing mortar; it was finally thrown aside and became overgrown with grass; after 60 years it was resurrected and found to be in a perfect state of preservation. Why not try this experiment ourselves? The process is simple and the material inexpensive. It might be done with fence posts by setting the end intended to go into the ground in a hoghead or barrel and surrounding them with lime and water. The value of the process that would make wood more durable for use in damp places would be incalculable."

Street Car Tariff and Right of Way.

Within a month from the present date Winnipeg will have a street railway in operation from Fort Garry to the Canadian Pacific Railway depot, and no class will be more benefitted by their establishment than the business men of the city. It is pardonable, however, to make some inquiry as to how much the line will be operated purely in the interests of the public, and what general benefits they (the Company) confer in return for the privileges they have been granted by the city.

In most cities, both on this continent and in Britain, a street car company is compelled by their charter to pave the portion of the street they use for their track, and from two to three feet each side of the same, while in a few cities they have the burden of keeping the entire street in repair. If we are to rule by the present manner of constructing the track along Main Street, we should judge that the Winnipeg Company are bound by no such conditions, and that economy without regard to the interests of outside parties was the principle upon which they were carrying out the work. No reasonable man would expect a street car company to pave a whole thoroughfare as wide as Main Street, but unless something more substantial and less inconvenient to the general public than the present track is constructed, special advantages in travel rates will naturally be expected. These, we understand, are already fixed at 10c. a ride for the distance above stated, which is greatly in excess of the charges on any other line on this continent. Every allowance should be made to the Com-

pany for extra expense in operating their line in a city like this, where labor is so high, but we question if they are adopting a good policy for their own benefit in charging at the rate of 10c. a mile, when no company in existence, so far as we can learn, exceed 5c., and in numerous cities passengers are carried several miles for the latter fare. A lower rate of fare might eventually prove more profitable even for the Company.

The New Stock Exchange.

The adjourned meeting of the new Stock Exchange took place at the offices of Messrs. Quinlan & Ross, on Thursday evening, when a fair attendance of the stockholders were present. The meeting was called to order, and Mr H. B. Hanmore called to the chair. The chairman stated that the object of the meeting was to take into consideration the advisability of increasing the amount of the capital stock. Mr W. W. Ross, secretary, stated that he had received application for 210 shares more than the stock of the Company amounted to, and the list of applicants included some of the prominent business men of the city.

Some informal discussion took place regarding the object of the meeting, and it was moved by Mr James Austin, seconded by Mr. A. Smith, and unanimously carried, "That the capital stock be increased to \$50,000; that all future allotments, including applications now in, be made by the Provisional Directors, and that the books be kept open for further applications until Thursday evening, October 19th.

Mr. J. G. Coats moved, and Mr. McMartin seconded, "That five shares be the lowest number any person be allowed to subscribe for, and that that number shall entitle the original holder to a seat on the board." This resolution was also carried unanimously.

Mr S. B. Clark moved, and Mr. McMartin seconded, "That no stockholder, no matter how many shares he may own, shall be entitled to more than one vote on the board," which motion was also carried by acclamation.

Some irrelevant discussion then ensued until, on motion, the meeting adjourned, subject to the call of the Provisional Directorate.

A feeling of unanimity characterized the whole proceedings of the meeting, and there was an evident anxiety to organize the Company on a basis which would prevent its stock from becoming an object of speculation.

A meeting of the Provisional Directors was held after the adjournment, to take into consideration the allotment of stock to new subscribers.

Railway Ticket Scalping.

The Supreme Court of the State of Pennsylvania has recently decided that a railway company in that State must honor all tickets issued by it at regular rates, no matter by whom presented. This adds another to the numerous victories secured by the scalpers throughout the United States, and it carries all the more weight when it is taken into consideration that the decision comes from the highest tribunal of the old keystone State, where the staid old ideas of the early Quakers are still supposed to have a root.

The obligation of a railroad to honor its paper as other persons are compelled to, seems to be at first sight all that underlies this question of scalping, and without thought many people will settle the question in their minds in a summary manner. Under ordinary circumstances, no doubt, the decision of the Pennsylvania court is about right; but there are many instances in which it would be really oppressive upon railway companies, and it must be acknowledged that the decision will tend to drive the traffic in railway tickets into the hands of still more unscrupulous dealers than are now engaged in it.

During the winter of 1880-81 a bitter railroad war was waged between the Wabash and St. Louis, the Chicago, Burlington, and Quincy and the Chicago, Alton and St. Louis railways over the traffic to the South-West, and each company carried passengers for several hundred miles for a single dollar, and latterly for 50c. These cheap tickets were issued upon the rateable system, the full fare being paid at the time of purchase, with a rebate to be paid within a certain time after the issue of the ticket. One company, however, was rash enough to issue regular tickets at a greatly reduced price, and these were no sooner upon the market than some \$40,000 worth were purchased by scalpers, who held them over until the contending lines had settled their difficulties, when they placed them upon the market at a shade below regular rates. The company who issued these unlimited tickets are certainly deserving of no sympathy, but the other lines had to suffer for their recklessness, and the general public reaped no practical benefit, the profits from the whole affair going into the pockets of the scalpers.

Canadian railway companies we believe have not yet got down to being in league with scalpers, but the unsuspecting public would be astounded if they only knew how useful these individuals are to some prominent American railway managers. Where a pool exists between opposition lines no company's managers are fools enough to openly sell tickets below regular rates, but the scalper in such cases is the medium employed. That individual is secretly furnished with a supply of tickets at a figure which enables him to sell a shaving below regular rates, and managers thus get round the difficulty of breaking pool rates. In Chicago there are scores of scalpers' offices where a ticket to almost any prominent railroad point can be secured at slightly reduced rates, and the purchaser can as easily get 50 as 1, as they are bought fresh from the railroad office each day and are sold for the first time by the scalper. In this manner many railroad companies have helped materially to build up the system against which they so bitterly complain.

It is pleasing to notice that several prominent railway companies are dispensing with outside ticket agents, which means that they are freeing themselves from scalpers. In doing so they are following a right course, and are taking a bold step towards crushing out a class of illegitimate traders who only act as parasites upon the travelling public, and who really accomplish nothing in the way of advancing the business interests of the public generally.

Portage la Prairie.

Dr. H. A. Higginson has taken in a partner in business and the firm name in future will be Higginson & Vineburg.

John Hogg, who has been engaged in the real estate and insurance line for over a year in this city has given up business.

J. H. Dougherty, who has carried on the business of photographer on Dominion street, has gone out of that line of business.

The new paper mill of Mr. McIlvanie will be in running order in a few days, and people are anxious to see a sample of its manufacture.

The annual fair proved quite a success, and the exhibits were numerous and varied. The industrial department showed that manufactures were well represented in and around this city.

The trade of this city has been materially affected by the wet weather of the past week, and merchants complain a little about collections being slow. But a small proportion of the crops have been threshed out around this district, and until threshing is general no heavy cash returns are expected.

Grain st. comes into town in large quantities, and quite a number of cars of both wheat and oats have been shipped to Winnipeg and other parts during the past week. Wheat sells at from 80c to 82c and oats at 50c. Very little barley or rye has come in town as yet.

Emerson.

Wheat sells in the streets at 78c. to 85c.; oats, 50c. Receipts are slow owing to bad roads.

The work on the new bridge across the Red River progresses slowly owing to unfavorable weather, and any rapid progress can scarcely be expected until a freeze up comes.

There are no business changes in the city to report, and no new additions for the week. Messrs. Walton & Bird have nearly finished the addition to their stores, which will give them really extensive and commodious premises.

The wet weather of the past week has caused somewhat of a dullness in business generally, and has made the supply of grain rather limited. Merchants, however, report a steady good business, to which the attendance at the fair had no doubt something to do.

The fair proved a success, notwithstanding the unfavorable weather. The exhibits were numerous, and in the line of dairy produce showed that the district around this city will soon make its influence felt upon the Manitoba butter market.

Work on the grading of the Emerson and North-Western track has not progressed much during the past week owing to the wet weather. The local directors and others interested are still sanguine, however, and the aid and countenance of the Grand Trunk is confidently relied upon. Local sympathy is not wanting, judging from the action taken by the City Council of Brandon, which indicates that material help can be calculated upon should the line run through that city. The construction of the line would bring about a better state of

feeling between the business men of Emerson and West Lynne, if it accomplished nothing more.

Brandon.

It is rumored that a third elevator is likely to be constructed by a joint-stock company at this point.

The dry goods trade of this city has received an addition through the opening out of J. Bach-hall, in that line of business.

The steamer Alpha has ceased plying for the season and has been hauled up here to undergo a general overhaul during the winter.

Wheat has been selling here during the past week at 75c. to 80c.; oats, 50c.; potatoes, 55c. Coal is now worth \$20 a ton, and wood \$10 a cord.

Although the weather of the past week has been very disagreeable business has been exceptionally good, and merchants report heavy sales.

The city assessors have now finished their work for this year, and their reports place the assessable property within the corporation limits at \$1,084,568.

Prairie fires during the past week or two have been doing much to advance the price of hay. Quite a large number of stacks have been destroyed, and Alderman Pilling, of this city, has lost his entire crop.

At the last meeting of the City Council a letter was read from General Manager Van Horn, of the C.P.R., which stated that the construction of the new depot at this city would be pushed with vigor from this forward, and that it would be ready for use by the beginning of December.

The extension of a license law to this city has been the means of securing two local brewery agencies. Messrs. Carling & Co., of the London, Ont., brewery, have appointed Messrs. Deacon & Hooper their agents, and Messrs. Goldie & Co., of the Portage La Prairie brewery, have appointed Messrs. Burnett & Johnson agents for the sale of their goods.

The scarcity of dwelling houses is still much felt, notwithstanding the number that have recently been erected. The want is not likely to be supplied this winter as contractors have now on hand as much if not more than they can accomplish during the balance of the year. The building trade therefore will be as rushed as ever in the coming spring.

Quite a strong feeling of discontent is now prevailing among the business men of this city regarding the big rates of fire insurance now charged, and some leading merchants have signified their determination to carry their own risk rather than pay a premium of four to five per cent. The greatest cause of complaint seems to be that the insurance business of the city is managed at Winnipeg; and Messrs. Fortier & Bucke, Thos. Burns and other local agents are making every effort to secure agencies direct from their companies.

Some of our lumber millers have been so anxious to have a full supply of logs that they now have on hand more than their mills can possibly saw this season.

Lake Freights.

We hear every day about the unreasonable freight charges on freight coming to Manitoba by all rail route, and the inconsistencies of some of these charges are made a handle for agitation. It may be interesting, if not pleasant, to look at the anomalous freight rates by lake. A wholesale dealer in this city has supplied us the following figures in connection with the Beatty line of steamers and their connections:—From Montreal to Duluth via the Grand Trunk and Northern railways to Collingwood fourth-class freight is carried for 30c a hundred pounds, while from Toronto and Hamilton, a distance of 300 miles less, a similar rate is charged. These certainly are anomalous rates, but the climax of inconsistency and injustice also is reached in connection with rates from Windsor, from which point a rate of 73c per hundred is charged.

Large business centers naturally have an advantage in freight rates to distant points, but a charge of 30c from Montreal to Duluth and 73c from Windsor, a distance of over 500 miles less, is a mixture of rates which purely commercial minds cannot fully comprehend. Perhaps the managers of the Beatty Line can explain them.

Commercial Travellers.

Despatch in business is a trait which characterizes the commercial travellers generally, and the manner in which they have undertaken the organizing their Association for the Northwest indicates that they have applied the principle to this work. A meeting was held in the Grand Union Hotel on Thursday evening, at which steps of a very definite nature were taken, and the Association placed practically in a position to apply for a charter. A good attendance was present, and the chair was occupied by Mr. R. W. Langridge.

The committee who were appointed to draw up a set of by-laws reported, and laid before the meeting the results of their labors, consisting of a set of laws similar to those now in operation in the Toronto Commercial Travellers' Association. With a few trifling alterations, the meeting adopted the report of the committee.

The election of officers of the Association was then proceeded with, and the following selection made: Mr. Joshua Mulholland president, Mr. Thomas Johnson vice-president, Mr. W. R. Langridge treasurer, Mr. M. McKeand secretary, and Messrs. J. T. Wilkinson, J. J. Fanning, F. Chilcott, A. B. Coblentz, and W. McPherson directors.

Some other business of an informal nature was transacted, and arrangements were made to have a charter for the Association applied for without delay.

The whole proceedings of the meeting was characterized by a desire to secure organization as thoroughly and rapidly as possible, and the complete manner of the report handed in by the committee greatly facilitated matters. The Association is practically organized and awaiting a charter, and this has all been accomplished within five days from the first meeting was held for the purpose. The name adopted is "The North-West Commercial Travellers' Association of Can. a."

Winnipeg Wholesale Trade

BOOTS AND SHOES.

Trade in this branch is in a very busy state. Wholesale houses are filling orders received six weeks ago, and large consignments of goods are yet to be received. Still a very large proportion of winter orders are to go out, and several weeks of good trade are still expected. Travelers are now all in from their journeys.

AGRICULTURAL IMPLEMENTS AND MACHINERY.

Trade among wholesalers in this line is now reduced to the supply of sleighs, cutters and so forth, and heavy consignments of these have been received during the past week. One house has received four cars, and has still eight in transit. The country demand is good, but collections are as yet a little slow.

CLOTHING.

Travelers in this line have returned, and winter goods are being sent out as quickly as possible. The trade all over the country has been good, and is moving on a solid basis. Numerous new accounts have been opened during the past week, and the outlook for some time to come is extremely flattering.

DRUGS AND CHEMICALS.

Country orders are still coming in freely, especially from points in Southern Manitoba, where several new retailers have opened out. Collections are reported good, and the trade altogether is in a healthy state.

DRY GOODS.

Reports from wholesalers in this line are still very favorable. The despatch of goods for the winter trade will in all probability continue for several weeks. Numerous new houses in the West have sent in orders during the past week, and the prospect at present is very bright. Collections have been somewhat easier, and confidence prevails.

FANCY GOODS AND SMALLWARES.

There is no change in the state of trade in this line since last week. Reports are still of an encouraging nature, and prospects are good for a continuation of good trade.

FISH.

The supply of fresh fish has been more liberal during the past week, and Lake Winnipeg white fish are getting more plentiful, while the opening of the Thunder Bay route has increased and cheapened the supply of Lake Superior trout. Smoked salmon, eels, and halibut are plentiful, and Findon haddocks are expected to appear on the market during the coming week. Prices have ranged as follows:—White fish and trout, 11c; smoked salmon and eels, 30c; smoked halibut, 15c. Oysters: Select, 65c; Standard, 55c.

FRUIT.

Prime Missturi and Ontario apples are quoted \$5.50 a barrel. Lemons, \$7 a case; grapes, 12½c to 20c a pound, and the market loaded. California peas, \$6 a bushel.

FUEL.

There is some life in this branch of business, owing to the competition in anthracite coal, which started in with the opening of last week. Prices have come down steadily until anthracite is now quoted at \$14 a ton in car lots on track, and bituminous at \$12. The feeling of rivalry is still strong and lower prices may be ex-

pected. Wood is unchanged at \$7 a cord for dry poplar, and \$9 for tamarac.

FURS AND HIDES.

There is no change in the price of hides since last week, and dealers are holding for higher prices. Nothing is doing in furs except in a manufactured state, and the cold of the last few days has given trade in that branch quite an impetus.

FURNITURE.

No change has taken place in this line during the week and wholesalers still complain of dullness.

GROCERIES.

A steady good trade for the week is reported with no reductions in prices. Sugars have stiffened up a little, 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.

Business in this line is still lively, and the stove branch is particularly so. Country orders still come in freely, and collections are reported easier than during the previous week.

LUMBER.

The demand in this line is only limited by the supply on hand, and orders from a distance have to stand unfilled on account of the heavy city trade.

Prices remain the same as last week: Sheet- ing, \$28; common dimension, \$30 to \$32; fencing, \$28 to \$34; stock, \$33 to \$40; flooring, \$35 to \$45; partition, \$45 to \$50; graded clear, \$50 to \$70; shingles, \$4.50 to \$6; lath, \$5.

STATIONERY AND PAPER.

Country trade in this line has increased somewhat during the week, and reports from travelers are encouraging. The prospect for the winter trade is very good.

WINES AND SPIRITS.

There is no change to report in this branch during the week. Trade is in a very satisfactory state and dealers are hopeful for the future.

Winnipeg Money Market.

There has been an active demand for money during the week, and a stringency still prevails, notwithstanding the easier tone of the Montreal and New York reports. Eastern money markets have not loosened up enough to make any material difference, and the tight feeling in this city is attributable to some extent to a sympathetic feeling. Local causes have something to do with it, however, and the fact that many payments on real estate transactions have been falling due during the week has influenced the feeling somewhat. The rapidly increasing demand for commercial purposes assists also, although a healthy state of affairs exists in business circles generally, and complete confidence exists. First-class mortgage loans on landed property are still quotable at 9 to 10 per cent., while gilt-edge commercial paper is discountable at from 8 to 10, and ordinary at 10 to 12 per cent. No advance has, therefore, taken place, and with the easier feeling reported in Eastern markets, none need be anticipated at present.

Wheat and Corn Statement for Nine Years.

S. W. Talmage, of Milwaukee, sends the *United States Miller* the following statement of the wheat and corn production in this country from 1872 to 1881 inclusive, also the average annual production, and the estimated production of 1882:—

YEAR.	WHEAT.	CORN.
	Bus.	Bus.
1872	249,097,100	1,002,719,000
1873	281,254,700	942,274,000
1874	300,102,700	800,158,000
1875	292,130,000	1,331,000,000
1876	289,350,000	1,254,827,000
1877	301,104,100	1,312,558,000
1878	420,122,400	1,385,218,700
1879	448,750,113	1,541,001,500
1880	408,549,723	1,717,431,500
1881	380,280,100	1,104,910,000
	AVERAGE PRODUCTION.	
Wheat, bushels.		352,001,844
Corn		1,207,150,050
	ESTIMATED PRODUCTION FOR 1882.	
Wheat, bushels.		525,000,000
Corn		1,300,000,000

The Asia Disaster.

The coroner's inquest on the victims of the Asia disaster is concluded, and the verdict was a bold protest against the recklessness which has characterized lake navigation of late. The verdict, while censuring the captain for want of judgment in leaving port in face of such a storm, holds the Board of Steamboat Inspectors directly responsible for the disaster. The vessel was plying without a regular certificate at the time of her loss, and it was the duty of this Board to have notified the Collector of Customs to have detained her until such was furnished.

The jury which returned such a verdict are entitled to the thanks of all interested in lake navigation. They had the fearless honesty to place the saddle upon the right horse, even when the culpable parties are a board of steamboat inspectors. Their verdict is only the voice of a coroner's jury, and may not be considered of great weight, but it should be echoed all along the shores of the lake chain, as an honest testimony against the criminal negligence of parties entrusted with responsible public positions, and with the safety of the public who travel by water.

What action will be taken upon the verdict it is difficult to say now, but it is to be hoped that some course will be pursued which will tend to prevent the recurrence of such calamities as the loss of the Asia.

The *Quebec Daily Telegraph* of the 12th inst. contains a despatch stating that the carpenters of this city have decided to strike for an advance of wages to \$4.00 a day. There must be some mistake about this matter, as the carpenters of this city have been receiving \$4.00 a day for some time, and employers are glad to get men at that figure.

THE movement in favor of a system of mutual insurance culminated in a meeting held on Monday afternoon in the City Council Chambers for the purpose of forming an association of that description. Mr. W. W. Banning was elected president and Mr. A. Lake secretary, and these officers were instructed to make direct application to the Provincial Secretary for a warrant of incorporation. The names of 40 freeholders required by the Manitok Statute have been obtained, and about \$90,000 of funds have been subscribed.

The Commercial

WINNIPEG, OCT. 17, 1882.

AMERICAN ELECTIONS.

Reports of returns from the elections in the United States are not yet sufficiently definite to let the outside world know the exact results, but sufficient is now known to enable onlookers to judge of their general drift, and to gain a partial index to the state of political feeling among our neighbors south of the boundary line.

In a country like the United States, where industrial and commercial progress has been the secret of the nation's wonderful growth and prosperity, it would naturally be expected that questions intimately connected with trade would be the leading points at issue between the different parties who struggle for political power. The United States may be considered one of the purest non-military nations of the Universe, where a standing army of some 20,000 represents the military power of the nation of 50,000,000 in time of peace. The nation's statesmen can, therefore, have no military policy to pursue, and legislative efforts in the interests of the arts of peace must be the actions which will make such statesmen truly great.

If the student of political economy will start out to analyse the late election returns, and search for the causes which produced them with the foregoing conclusions fixed in his mind, he will meet with great disappointments. Trade questions seem to have had little, if any, part in influencing the voice of the different States, while sectional strife and fanaticism have evidently been much more powerful. That sectional feeling in the Southern States is still strong enough to prevent people there from looking after their real interests is evident from the decided manner in which Georgia recently pronounced for Alex. H. Stephens, ex-Vice President of the Confederate States. While manufactures and trade generally have made great onward strides in these States during the last few years, their representatives are yet too weak to have any great sway in a national election.

In moving northward into States which have not the difficulty of hatred of races and sense of conquest to contend with, a more reasonable state of political feeling might be expected, but these expectations

would again end in disappointment. Crossing the imaginary Mason and Dixon line into the populous State of Ohio, where manufacturing interests should be predominant, the elections have been fought, and fought bitterly, upon the question of "Beer or no beer," and fanatical Prohibition has tended to give a great victory to the extreme liquor party. In the purely agricultural States of Iowa, Nebraska, and Kansas the same question absorbs all political attention, and the real interests of the farmers are forgotten in the bitter struggle. A way East, in the staid old New England States, matters are but little more explicable. Massachusetts, with its old hatred to slavery interests, casts an anti-Southern vote, while the adjoining State of Connecticut usually gives an opposite result, although in all trade matters the interests of both are identical. Even in the Empire State of New York, where one-half of the manufactures of the world are supposed to be represented, industrial questions take but little part in forming political opinion, and neither of the two great national parties in that State attempt to avow a clear commercial policy.

If we might be allowed to take a step back two years we could get a more accurate conception of the anomalous part great trade questions play in American national politics. The Republican party, claiming to be the party of Protection, nominated and elected an honorary member of the Cobden Club of London, England, the most influential Free Trade association in Europe; while Democracy, with its Free Trade associations, nominated a candidate who rated the tariff reform agitation as a purely local question. The facts in the case were that neither party possessed a definite commercial policy, and the question of tariff or no tariff is merely kept in stock as an argument for local demagogues. The anomalous position of the nation at large on this question is also obvious from the fact that tariff finds its strongest supporters in purely agricultural States of the West, where Protection on manufactured goods is no local advantage, but in reality an injustice; while several old manufacturing States give a steady support to the party advocating Free Trade.

Looking at American politics from any point, therefore, we are shut out to the opinion that the nation has no clear commercial policy at present.

In Canada the difficulties of contend-

ing races, and the fanaticism of would-be social philanthropists, happily have but little political influence. The decided manner in which the two great political parties of the Dominion split upon the question of Protection versus Free Trade, assigns to each the unquestioned claim to a clear commercial policy, and a country whose political welfare is discussed upon purely commercial principles has immense advantages over others, where rancorous feelings regarding imaginary social questions are predominant. Canada, therefore, has to be congratulated upon standing in this happy condition, from which her way is clear to commercial greatness.

PAPER MANUFACTURE.

We are pleased to note the first step in the North-West made towards paper manufacturing in the construction of Mr. McIlvanie's mill at Portage la Prairie, a description of which will be found in our issue of October 3rd, and we have no doubt but that institution will prove a great success financially. This mill, in which it is meant to manufacture wrapping and building papers only, is certainly a safe undertaking, when it is taken into consideration that raw material for such manufactures costs actually nothing, thousands of tons of straw and other fodder being burnt annually by farmers. The second step in this direction should naturally be of print paper manufacture from wood pulp, and a properly-constructed mill or two in the North-West could not prove anything else than profitable investments. This industry has made rapid progress in the United States within the last ten years, and in the Eastern Provinces of this Dominion eighteen different mills are now in operation, who turn out daily in the neighborhood of fifty tons of this paper. About two-thirds of these have sprung into existence during the last seven years, and those who were in existence before that have made material advance in the quantity they manufacture. The secret of the rapid growth of the industry in Canada and the United States lies in the plentiful supply of raw material at hand. Bass wood and poplar are the species of timber most used, and several manufacturers with whom we have conversed on the subject have a decided preference for the latter. Poplar is undoubtedly the most plentiful timber throughout the North-West, so that the

question of a local supply of raw material requires no consideration, as it is in reality unlimited.

The demand for such products comes in next for consideration, and an estimate for Manitoba alone shows that over 1,000 pounds of paper of the class indicated is used daily in the Province. Could a local supply be obtained the demand would undoubtedly increase very rapidly, and with the rapid settlement of the country and the numerous additions which are being made to the number of newspapers and other published matter, the demand is increasing now with wonderful rapidity, and before another year has passed will in all probability exceed 2,000 pounds a day. Some of the mills of Eastern Canada which are now numbered among the most extensive of their class in the Dominion started with a much smaller demand than this, and the prospects of its increasing were certainly far from being as bright as they now are in the North-West. There is scarcely a doubt, therefore, that a mill for the manufacture of wood pulp paper would start upon a paying footing by the time it could be constructed and fitted with machinery.

There is a common belief that a paper mill can never be made to pay unless run by water-power, but in a new country like the North-West, industrial undertakings can be made to pay, which in old settled districts it would seem commercial folly to commence. This common belief, therefore, can be easily subverted by a practical proof in Manitoba.

But the North-West is not without water-power for manufacturing purposes. At scores of points on our rivers dams could be made and power secured, and it is an acknowledged fact that at Rat Portage there exists a water-power second only to that of the St. Anthony Falls at Minneapolis, and it has the advantage over these falls of being much more easily utilized for milling purposes, and does not require any outlay in order to prevent its breaking away.

For the manufacture of pulp paper, therefore, the raw material supply is at hand, the local demand for the product is daily increasing, and nature has supplied all the water-power that could be desired. The capital and the enterprise are now all that are wanting, and we have no doubt but if the matter receives proper consideration neither of these will be found wanting.

THE RAILWAY QUESTION.

In discussing the railway question in Manitoba which is nothing more or less than the powers and privileges of the Canadian Pacific Railway it must be borne in mind that unlike every other line in America, except the Interoceanic, the Canadian Pacific is an imperial conception, adopted as a national undertaking, with the hope of its becoming a successful commercial venture. The idea of the railway was projected by Col. Synge, an English military officer stationed in Canada, he conceiving that it would be a grand strategic advantage for Britain to have an iron highway across the Continent, not only in case of a rupture between the Americans and the British, but also in any emergency which might arise in the East. The proposal of Col. Synge was discussed at the time in some of the English periodicals, and, like the Suez Canal, was supposed to be the dream of a somewhat crazy enthusiast. But like the Suez Canal idea, that of an imperial highway across the Continent was revived from time to time as some other daring flight of enterprise was consummated. When the confederation of the older Provinces of Canada was effected, and the Dominion of Canada had acquired by purchase the Hudson Bay Territory, the Canadian Pacific Railway may be said to have come within the sphere of practical politics.

The Pacific Railway scheme cropped up every year in one shape or another from 1867, when Confederation was effected, but it was not until 1871 that it became a living issue. Negotiations were then and had been for some little time in progress for the admission of the Crown Colony of British Columbia into the Dominion, so that the entire Continent of British North America might be brought under one legislative control. In the basis of union there was a clause inserted pledging the Dominion to give the people of the Pacific coast communication by rail with the East through Canadian territory within ten years. From this it will be seen that the Canadian Government adopted as a political necessity for the unification of Canada a scheme which there is not an absence of all reason to believe the British Government was urging upon the Canadian Government as a desirable instrument for the preservation of the integrity of the Empire.

It is neither the part of THE COMMERCIAL to praise nor to condemn this enter-

prise in its imperialistic or political aspects. As a commercial undertaking, the railway's prospects of success may be gathered from the fact that when the contract was made with British Columbia the Dominion authorities were absolutely without any positive information regarding that great track of country lying between Thunder Bay and Algoma Mills. This region had been traversed by the adventurous foot alone of the trapper, and all that he could tell regarding the surface was not likely to be of much advantage to even the most instinctively accurate of engineering projectors.

A commercial recommendation to the Canadian Pacific railway at its inception was, therefore absolutely wanting. Surveyors were sent out, and by degrees it dawned upon those in authority that the work was one of a magnitude such as placed it beyond the unskilled control of any Government; therefore the Government of the day looked about for private capitalists to undertake the construction of the railway.

Hon. D. L. Macpherson "figured on the job," as the saying is, but he could not charm English capital from the pockets of the money lords. Then Sir Hugh Allan took the matter in hand. His credit was great at that time, and he went over to England, and it is said that he would have succeeded, had not contributions come to light which he made to the election fund of the party led by Sir John Macdonald, which was then in disfavor mainly through old age. These revelations killed Sir John's Government, and the provisional agreement with Sir Hugh Allan, whose connection with the Canadian Pacific Railway cost him \$364,000.

Hon. Mr. Mackenzie tried to induce contractors to take up the work, but though he offered most liberal inducements no one would take the risk. With heavy face the Premier set himself to the task of building the road as a Government work. Recognizing the political necessity of obtaining an all-Canadian route, and the national ruin involved in constructing the Thunder Bay branch during the period of depression, Mr. Mackenzie hit upon the idea of utilizing the water stretches. This failed, not from a lack of honesty of purpose, but because it was a compromise in a case where compromise was synonymous with defeat. Mr. Mackenzie, however, constructed the Pembina branch, to which the Manitoba

of to-day owes what Manitoba is. He also got the Thunder Bay branch partly on the way, and the opening of this summer route will be an advantage of importance second only to the completion of the Lake Superior section, the iron ligament which is to bind the twin Canadas together.

When Sir John Macdonald again came into power the tone of the money markets was improving. The purchase of the Manitoba road by the Stephen-Hill-Angus Syndicate, and its sudden rise in value, paved the way for a financial combination strong enough to undertake the construction of the Canadian Pacific Railway. This combination not only was possessed of immense wealth itself, but it had the support of the King financial influence in New York, which with its foreign connections can control a hundred millions of capital. This combination, supplemented by McIntyre, of the Canada Central Railway, is one of the strongest that could be constructed, and the Government had confidence in dealing with them, the consequence being that the contract was signed, and the Road became from that day out what it had never before been, a commercial and not a political enterprise.

A HUSBAND'S LIABILITY.

In the Assize Court at Ottawa, Ont., on the third inst., a case was brought up before Judge Galt and a jury which tested pretty fully a husband's liability for the debts contracted by his wife. The wife of a prominent citizen of the Capital had contracted a debt of some \$300 with a local dry goods firm, which the husband refused to pay on the ground that he had warned his wife not to contract any more debts with said dry goods house on his account. At the trial it was proven that the plaintiffs had never been notified of the husband's instructions to his wife, and as bills run for several years previously had been paid by Defendant they were justified in assuming that he was liable for the one sued for.

Judge Galt, in delivering his charge to the jury, stated that the law gave no woman the right to pledge her husband's credit, and that if merchants chose to trust a married woman they did so at their own risk. It was not necessary, he said, for the husband to notify plaintiffs that he had forbidden his wife to take credit. The fact that he had done

so, whether they were aware of it or not, freed him from liability, and he was in no way bound to inform them or anyone else that he had forbidden his wife to take credit.

After such a charge the jury naturally returned a verdict for the defendant.

The individuality of a wife in business transactions has received many an interpretation in law courts from the decisions based upon the old English common law, which placed her in the position of a silent portion of her husband, down to the recently-formed laws of some of the Western United States, which allow her full power to transact any business she wishes in her own name, and to hold any property she may own beyond the reach of her husband, while at the same time she is entitled to a dower right in all that he owns. The liability of a husband for his wife's debts is really part and parcel of the question of a wife's business individuality, and it also receives varied interpretations, from the arbitrary Scotch laws, which bind the husband for all the debts of the wife, whether she contracted them before or after he married her, to the well-regulated laws of some more recently organized provinces, where the husband is only liable for debts which his wife contracted for family necessities. Judge Galt, however, in his charge to an Ottawa jury oversteps all these limits, and places a wife in the irresponsible, and we might say mendicant of positions. Good commercial laws bind an employer for the transactions of his employe in the regular course of business, but it seems that the debts of a wife, even when contracted for purely household purposes are, in the judge's opinion, not binding upon a husband. Such a charge strikes at the very root of family confidence.

To keep themselves safe under such a system as Judge Galt has laid down, merchants who depend upon family trade would require husbands to check their every order received for family supplies. We can imagine an extensive stock broker coming off 'Change to meet a grocer's clerk wishing his signature to the family grocery order, or being stopped in the street by a butcher boy and politely asked to "O.K. this meat bill" In this respect the charge of the learned judge would produce some ludicrous consequences. That Judge Galt properly expounded the law of Ontario on a husband's liability we will not question, but we say to the legislators of that

Province, amend that law, as it cannot but be a social eyesore. Such a law may protect husbands from the extravagances of untrustworthy wives, but it casts a stigma upon wives altogether. Laws should be framed for the rule and not the exception, and we dare to say that the most unscrupulous attorney who ever gammoned a verdant jury would not state that untrustworthy wives are the rule.

Outside of its social aspects, this charge of Judge Galt's will create a feeling of mistrust in retail trade circles. The merchant must in future regard the husband's errand boy as a more responsible party to a business transaction than his wife.

THE NORTH-WEST WHEAT FIELDS.

The first report of the Department of Agriculture for the Province of Manitoba, which enters pretty freely into statistics of crops throughout the Province, has this week received quite a valuable appendix in the report of Mr. W. W. Harder, assistant traffic manager of the C.P.R. Mr. Harder has secured reports of the yield of crops at 84 different points in Manitoba and the North-West, and has furnished one of the most valuable pieces of statistical information ever made public in this country.

We cannot spare space enough to give Mr. Harder's report in full, but on the point of wheat fields a few comparisons between it and the report of the Department of Agriculture will be interesting. The latter contains reports of the yield from 120 points, and extend over four years, while Mr. Harder's is confined to the crop of the present year, and all of the 84 reports give the average yield. The average for the Department is 29½ bushels for the present year, while 1879, 1880, and 1881, are placed respectively at 26½, 26½ and 26½. Taking the reports of Mr. Harder, the yield for the present year is a little under 32 bushels, or about two and a half bushels above that of the Department, which discrepancy may be accounted for by the fact that Mr. Harder's figures take the country in extensive districts, while the Department figures deal more with isolated instances and are altogether much more minute in detail.

The lowest wheat yield quoted in Mr. Harder's report is 20 bushels, and the highest 52 bushels, although individual instances are not wanting this year where

over that quantity has been secured. But these are only isolated cases, and by the system of taking districts 52 is doubtless the maximum yield.

The Department Report makes some comparisons with States of the American Union, which are decidedly favorable to Manitoba. The average in Minnesota is 17 bushels, in Wisconsin 14, in Pennsylvania 15, and in Massachusetts 16. To these we might add some other spring wheat raising States, such as Iowa with 13 bushels, Milwaukee with 14, and Kansas with 11. Even the winter wheat raising States of Ohio and Indiana average under 20 bushels, and Ontario 18 bushels of winter, and 11½ of spring wheat.

It is unnecessary to say much about the quality of Manitoba wheat, compared with other portions of this Continent. Minnesota and Dakota are now the only portions of the United States where the hard bald grades of spring wheat can be successfully raised, and it is only in the extreme northern portions of these that the Minneapolis grade of No. 1 hard can be produced. It is, therefore, only a question of a few years until the Canadian North-West must have almost a monopoly in the raising of hard spring wheat. A country which can maintain an average of 29 bushels per acre has certainly exceptional advantages over those who can only secure half that quantity, and the rapid settlement of the country for a few years to come will demonstrate, even to those who are slowest to believe so, the folly of other portions of America to continue competition in this branch of agriculture.

WE are in receipt of a communication from Mr. G. B. Brooks of this city, on the question of a national currency. Unfortunately it was received too late for publication in this issue. The letter is a lengthy one, and as we are anxious to have such important questions freely discussed, we shall publish it in full in our next issue.

IN our notice, on the 3rd inst., of the dissolution of Baker & Harris, forwarders, Emerson, we named the new firm Baker & Champion, instead of Harris & Champion, as it should have been. *Monetary Times* please copy this also. Such mistakes will occasionally occur, and we are only too pleased to have the opportunity of rectifying them.

Rope and Twine Manufacture.

The crop reports of the present year show that in a few districts flax raising has been tried, and in every instance the trial has been a success. As in all new countries of this Continent flax is raised only for the seed, and the stalk is allowed to go to waste as an article of no value. The straw from wheat, oats, barley and other cereals is of some use generally to the farmer, especially if he has any stock to provide for during the winter. The straw of flax, however, is perfectly valueless to the agriculturist, and has to be burned to get it out of the way. Now the destruction of this straw is a matter worthy the consideration of parties interested in manufacturing progress. No person would as yet be bold enough to attempt the manufacture of any class of linen goods, but the waste straw of the flax could be easily manufactured into rope or twine, and the expense in starting a factory of that class is comparatively small compared with the value of manufactures it could be made to turn out. The local demand for ropes is certainly not great, but in twine it is heavy and ever increasing. The scarcity of labor will compel farmers for many years to use self-binders for harvesting, and indeed it is questionable if this class of machines will not still be most generally used throughout the North-West. The demand for twine for these must soon assume large proportions, and a supply near where it is used would no doubt be very acceptable even to machine manufacturers in the East. The twine used during the present year by one manufacturer of harvesters, we are credibly informed, would make a double band around the world. Astounding as this statement may seem, even that length will be insufficient for the demands of the North-West alone in a very few years at the present rate at which the country is being developed. A twine factory is therefore worthy of the consideration of parties looking for a manufacturing investment.

Two Tracks from Winnipeg South.

The line of the C. P. R. up the west bank of the Red River to Smuggler's Point is now laid with iron, and next week regular trains will be run upon it connecting with the St. P., M. and M. at the point named. The new route will pass through Grafton and other thriving towns of Dakota, and will cross the Red River again at Grand Forks. At Crookston, Minn., it will again unite with the main line of the St. P., M. and M., while from Grand Forks south by the west side of the river a route will be opened via Fargo and Moorhead, joining the main line at Glyndon. Trains leaving Winnipeg in the morning will go by the west bank route, and those leaving in the evening by St. Vincent. Parties wishing a view of some of the finest portions of Dakota can secure the same by travelling over the new route, and a clear track to Fargo will now be open without the annoying change at Glyndon so much complained of.

To passenger traffic this new route will be a valuable addition, but for freight purposes it

will be even more useful. There has long been a complaint about having only one road over which all the goods for Manitoba had to come Northward, and that it was altogether insufficient for the great amount of traffic over it. This new route will give a second line from Glyndon North, and thus enable the managers of the St. P., M. and M. to overtake the great increase to freights which this winter will develop, while it will supply a track which is by no means so liable to snow blocks as the one along the east bank of the Red River.

Even people who cry for railway competition into Manitoba will get a portion of their desire, as goods can now be shipped as far as Fargo over the Northern Pacific and thence over the St. P., M. and M.

Altogether the new route will prove a great addition to the railway facilities of Manitoba.

THE long-promised electric light illuminated the city for the first time last night, and shone with all the brightness that could be expected.

THE Rock Island Company are determined to secure their full third of the traffic in the formation of any pool, and to this arrangement both of the other companies object. The cutting of freight rates has not yet progressed much, but this will probably soon become more marked.

THE railway war between the Chicago, Milwaukee & St. Paul, Chicago & Northwestern and Albert Lea lines still goes on, and passenger rates between Chicago and Minneapolis come in for the heavy share of the cutting. One line has issued tickets as low as \$5 during the week, and it is rumored that lower figures will yet be made. The war promises to be a long and bitter one, and the managers of the different lines will get tired before the travelling public will.

Misfortune seemed to attend the excursion train which started from this city for Morris on Friday morning last. Owing to blockage in the yards she did not get across the Assiniboine bridge at St. James's before 11 o'clock, and when about 12 miles on her journey the tender got off the track, which caused another delay. The passengers reached Morris about 4 p.m., hungry as wolves, and started on the return journey about 8 p.m., reaching Winnipeg shortly after midnight.

THE case of the City of Winnipeg against the North-West Transfer Company, which was brought before Colonel Peebles on Wednesday morning, was one of great public interest. The City call upon the Company to pay a license for each of their teams, as regular teamsters do. They contended, in defence, that they were merely employes of the C.P.R., and were not plying for public hire, while the terms of the city ordinance would compel them to go at the call of any person if their teams were licensed. The ordinance of the city is imperative that every wagon should be licensed, and leaves no room for exception. Colonel Peebles reserved his judgment until Saturday, but on that day again deferred the matter, and up to our going to press had not rendered any decision. The case is of great public interest, and the judgment of the magistrate will be eagerly waited for by the business public.

STEEN & BOYCE, 16 JAMES ST. EAST

ANNOUNCEMENT.

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

PUBLISHERS, PRINTERS, BINDERS, LITHOGRAPHERS & ENGRAVERS.

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

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

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

PRINTING.

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

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

LITHOGRAPHING, ENGRAVING AND BINDING.

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

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

STEEN & BOYCE,

Publishers, Printers, Binders, Lithographers and Engravers.

16 JAMES STREET, EAST, WINNIPEG, MAN.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

The street receipts of grain during the past week have been exceptionally light, owing no doubt to the bad state of roads to some extent, but more to the fact that but a small proportion of the crop is yet threshed. Receipts by rail have increased considerably, Portage la Prairie, High Bluff, and Brandon contributing the heaviest proportions. Millers have received an average of about eight cars a day, and on Monday last one house had eleven cars on track. The supply of wheat, however, is not yet large enough to allow of the filling of Eastern shipping orders for flour, but is all required to supply local demands. The supply of oats by rail has also increased during the week, and one firm reports receipts of about 30 cars, or in all, over 50 cars of the new crop. Barley comes in very slowly, only one car of the new crop having arrived, while not more than 20 loads have been bought on the street. The quality, so far, has been excellent, and indeed may be so called in every kind of grain received. Rye and buckwheat have not yet put in an appearance.

WHEAT

has sold from 80c to 90c, the softer grades bringing only the lower of these figures, while only primo lots of hard Fife have reached the latter. The majority of the sales have ranged between 84c and 87c.

OATS

have sold at from 54c to 55c, and the demand at these figures remains good.

BARLEY

has ranged between 60c and 65c, the greater portion bringing the latter figure, owing to the absence of poor quality.

FLOUR

has held steady at \$3.60 for patents; four x, \$2.80; two x, \$2. Millers have all they can do to supply local demands.

BRAN

sells at \$10 a ton, with a good demand, and no prospect of lower prices.

SHORTS

sell at \$12 a ton, and are not in heavy demand.

So far as grain prices are concerned it is generally expected that a considerable decline will soon take place, and only the fact that the present supply is all required for local purposes keeps prices up at present. Millers here are now paying within 14c. of Minneapolis, and 18c. of Toronto prices for wheat, and for the manufacture of flour for shipping purposes it is impossible for them to hold at these figures and be able to compete in Eastern markets. There are also firms in the city who are prepared to go into the business of grain exporting, who, at present figures, are unable to do any business. Oats in this city are now selling at 21c. above Minneapolis figures, but there is not the same probability of a decline in these, as the local demand this winter will use up all the supply, if indeed importing has not to be resorted to.

BUTTER.

Receipts from the East have been pretty liberal during the week, but an increasing demand has kept prices up and they have made a small advance. Receipts from local dairies have been very limited and an extra demand for prime Ontario lots has been the natural consequence. Prime brands from that Province have sold from 27c. to 29c. and a few choice lots went at 30c. Inferior grades were not so much in demand and ranged from 18c. to 25c. Local dairy butter was so scarce that it is difficult to give quotations, and most sales were of small lots at fancy figures.

EGGS.

The supply is getting daily more limited, and buyers have seemingly recognized that fact as

the demand is but small. Only a limited number of sales were made and these at an advance of 1c. on last week's prices.

HAMS.

The demand for these still continues good, although prices are a shade easier. A fair proportion of the sales have been at 18 1/2c., a few at 19c. and quite a number at a slight advance on the latter figure.

BACON.

In this product also a slightly easier feeling is manifest, although no material decline in prices has taken place. Buyers are evidently looking for lower prices, which are slow in coming. Clear smoked sold from 18 1/2c. to 19 1/2c. The demand kept steady.

MESS PORK.

The strained state of last week's markets have somewhat relaxed. Prices have declined a shade at the great packing centers, and retailers are confident of soon securing much lower prices. Some sales were reported at \$29, but the majority of the transactions were made at from \$28.50 to \$28.75.

CORNED BEEF.

Prices have been a shade lower during the week and most sales have been made at \$19.50, although a few are reported higher.

The present exceptionally high price of meat is keenly felt by retailers, and not a few are inclined to complain freely. Wholesales, however, are not disposed to anticipate any decline in the near future. There is no material decline in Chicago or St. Paul so far, and the available supply of pork, which we treated of in our last issue, holds out no hope. The demand from Liverpool is still good, and the stock at Eastern Canadian points are not heavy enough to warrant the expectation of any relief from that quarter. High prices for some time seem a certainty.

CHICAGO.

Tuesday's market was a firm one all round, grain advancing generally, and pork holding steady, notwithstanding attempts to break prices.

WHEAT opened at 94 1/2c, advanced steadily to 95 1/2c and closed at that figure.

CORN opened at 64 1/2c, but rose quickly to 66c, at which it closed.

OATS remained stationary at 32 1/2c, and closed at that figure, very little trading being done.

PORK opened at \$23.07 1/2, and owing to no speculative demand remained stationary and closed at that figure.

LARD opened at \$12.70, advanced to \$12.80 and closed at that.

Wednesday's market was a mild one, wheat weakening and suffering 1c. of a decline, while corn made an advance. Pork showed some weakness, and declined 30c from Tuesday's closing figure. Lard eased off also, declining 2 1/2c during the day.

WHEAT opened at 97c, declined to 94 1/2 and closed at that figure.

CORN opened at 66c, advanced to 67 1/2, declined and closed at 67.

OATS opened at 32 1/2c, advanced to 33 1/2, declined rapidly and closed at 32c.

PORK opened at \$22.75, remained stationary and closed at that figure.

LARD opened at \$12.75, declined to and closed at \$12.50.

Thursday developed no new features in grain or pork. Corn kept its firm tone, while wheat was comparatively steady.

WHEAT at the closing figures of Wednesday advanced to 95c, and closed at 94 1/2.

CORN opened at 67c., fluctuated considerably and closed half a cent above the opening figure.

OATS were weak and no great amount of

trading was done. A slight advance was made on Wednesday's closing quotations, but declined again and closed at 32 1/2c.

PORK opened at \$22.80, underwent some slight fluctuations and closed at \$22.80.

LARD was not active and closed weak at \$12.55.

MINNEAPOLIS.

Tuesday's market had a decidedly upward tendency in grain of every kind, wheat and corn having somewhat of a boom. Flour however remained almost stationary. The sales of grain were decidedly heavy and buyers were plentiful.

WHEAT, No. 1 hard, sold from \$1.03 to \$1.04; No. 1 from 98c to \$1; No. 2 hard, 98c to \$1.

CORN was quoted as follows: No. 2, 64c to 66c; rejected, 61c to 63c.

OATS, No. 2 white, 34c; No. 2 mixed, 33c; rejected, 28c to 32c.

FLOUR was quoted: Patents, \$6.50 to \$7; straights, \$5.50 to \$6.50; clears, \$5 to \$5.75; low grades, \$2 to \$3.50.

BRAN sold at \$8 a ton free on board in bulk, and later \$8.12 1/2 was asked.

SHORTS were quoted at \$9 to \$10 a ton, according to quality. Sellers were plentiful, but buyers few.

Wednesday's market was a moderately active one, and some choice cars of different grains sold at fancy prices, while prices generally showed no actual advance on those of Tuesday.

WHEAT was quoted, No. 1 hard, \$1.03 to \$1.04; No. 1, 98c to \$1; No. 2 hard, 98c to \$1.

CORN was very dull, and prices quoted were No. 2, 64c to 65c; rejected, 61c to 63c.

OATS sold at 34c for No. 2 white; No. 2 mixed, 33c; and rejected, 28c to 32c.

FLOUR quotations were: Patents, \$6.50 to \$7; straights, \$5.55 to \$6.50; clears, \$5 to \$5.75; low grades, \$2 to \$3.50.

BRAN was in good demand with small offerings. Quotations, \$8.12 1/2 a ton free on board in bulk.

SHORTS were quoted at \$9 to \$10 a ton, according to quality. The feeling was weak.

The receipts of grain were liberal on Thursday, and a fairly active market in everything but corn took place.

WHEAT was quoted: No. 1 hard, \$1.03 to \$1.04; No. 1 97c to \$1.

CORN was quoted 65c. to 67c. for No. 2; rejected, 62c. to 64c. The quotations were nominal.

OATS were steady and quoted: No. 2 white 34c; No. 2 mixed, 33c; rejected 28c. to 32c.

FLOUR quotations were unchanged from the previous day. Patents, \$6.50 to \$7; straights, \$5.50 to \$6.50; clears, \$5.00 to \$5.75; low grades, \$2 to \$3.50.

BRAN held firm at \$8 to \$8.25 a ton free on board in bulk, with sellers confident.

SHORTS were quoted at from \$10 to \$11 a ton, according to quality. The demand was small and the feeling weak.

TORONTO.

GRAIN AND PRODUCE.

The markets of last week opened with a slightly more hopeful tone. Receipts of different kinds of grain in street lots have been liberal, and barley still maintains its lead. General produce has also been received in considerable quantities, and have sold at prices fully as high as last week. Meats still hold high, and the well-known scarcity of pork has prepared dealers for continued high prices in that article.

The report of Wednesday's market is as follows:

Butter is steadier at 22c. to 24c. for rolls, and 20c. to 21c. for good dairy. Eggs packed 19c., fresh, 20c. to 21c. Hogs have been selling at \$8 to \$9, the prevailing prices being \$8 to \$8.50. Potatoes sell on the stand at 80c.; for best qualities 85c. Apples, \$1 to \$1.50 for ordinary; \$2 to \$2.50 for good to choice. Hay has been selling at \$12 to \$15 steadily, the highest to-day was \$15.50. Straw, \$5 to \$7 per ton for loose, and \$10 to \$13 for out and rye, bundled. The grain market has been steady. To-day 300 bushels wheat sold at 97c. to \$1.00 for fall; \$1.05 for spring. About 12,000 bushels of barley sold at 56c. to 83c.; average price, 63c. to 73c. Oats, 43c. to 44c. Peas sell at 15c. to 80c. Rye at 65c. to 66c. White beans, 75c. to 80c. a bushel.

CHICAGO.

On Friday the grain market was a steady one. Wheat opened lower, but recovered, while corn still held its upward tendency. Pork was once more advancing, and closed very firm at the highest figure of the season.

WHEAT opened at 93½c, advanced to 94½ and closed at that figure.

CORN opened at 66½c, dropped to 65½c, advanced to 68c and closed firm at that figure.

OATS opened at 33½c, advanced to 34½c, and closed at that.

PORK opened at 23.50 and kept steadily advancing to \$23.75 at which figure it closed.

LARD.—Some fluctuations took place in November deals, but cash prices remained motionless all day at \$12.30.

Saturday's market again showed a firm feeling in wheat, corn and pork, with an advance in the latter.

WHEAT opened at 94½c and closed at 94½c.

CORN opened at 67½c, declined a little, and advanced to 68½, closing at that.

OATS were slow and closed at 34c bid.

PORK opened at \$13.60, advanced to and closed at \$14.10.

LARD had but few fluctuations and closed at \$12.90.

MINNEAPOLIS.

Friday's market had quite an upward tendency in grain, although the receipts of both wheat and oats were liberal. Wheat made a slight advance, while oats held steady, and corn kept firm in sympathy with Chicago.

WHEAT was quoted, No. 1, hard, \$1.04 to \$1.05; No. 2 hard, 98c to \$1.02; No. 1 hard, 98c to \$1.

CORN was quoted, No. 2, 64c to 65c; rejected, 61c to 63c. Sales are few.

OATS were quoted 34c to 35c for No. 2 white; No. 2 mixed, 33c; rejected, 28c to 32c.

FLOUR quotations were: 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 \$8 12½ free on board in bulk, buyers holding for lower prices.

SHORTS were quoted at \$9 to \$10 a ton, with large offerings and few buyers.

Saturday's market was a firm one in wheat, and prices advanced about 1c.

WHEAT was quoted, No. 1 hard, \$1.05 to \$1.06; No. 2 hard, \$1.01 to \$1.03. No. 1, \$1.01 to \$1.03.

CORN quotations were nominal and unchanged from Friday.

OATS were quoted, No. 2 white, 34c to 35c; No. 2 mixed, 33c; rejected, 28c to 32c.

FLOUR was weak and unchanged from Friday.

BEANS and SHORTS sold at Friday's figures and were rather slow.

CHICAGO.

Special Despatch to The Commercial.

MONDAY, Oct. 16.—Markets to-day were firm in grain all round, oats excepted.

WHEAT opened a shade above Friday's closing quotations, and advanced to 95½c.

CORN was steady, and sold near closing at 68½c.

OATS ranged between 33½ and 34½, closing at 34½ offered.

PORK was again firm, and advanced to \$24.50 closing at that figure.

LARD was inactive, and was quoted at 5c advance on closing quotations of Saturday.

Pork holders talk very confident of greatly advanced prices in the near future, and buyers are evidently willing to concede a probable advance. It is the opinion of several heavy operators in this line that the bulls have matters at their disposal, and may advance the price to \$27.00 during the present month. The stock on sight and the supply of live hogs is strongly in favor of such a corner.

MINNEAPOLIS.

Special Despatch to The Commercial.

MONDAY, Oct. 16.—To-day's grain market developed unusual activity in wheat and prices again advanced. Corn was nominal and oats weak.

WHEAT sold, No. 1 hard, \$1.07 to \$1.08; No. 2 hard, \$1.02 to \$1.05; No. 1, \$1.02 to \$1.05.

CORN was quoted, No. 2, 64c to 65c; rejected, 61c to 63c.

OATS sold, No. 2 white, 34c to 35c; No. 2 mixed, 33c; rejected, 28c to 32c.

BARLEY was quoted, No. 2, 70c to 80c; No. 3, 55c to 60c; No. 4, 45c to 50c.

Sales of wheat were large, and a lively feeling prevailed.

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

BRAN sold at \$8.10 a ton free on board, and SHORTS, \$9 to \$10.

TORONTO.

Special Despatch to The Commercial.

MONDAY, OCT. 16.—The produce market to-day was fairly active, with but few fluctuations in prices.

FLOUR was rather quiet, with prices steady. Superior extra sold at \$4.50.

WHEAT was much firmer, No. 2 spring selling at \$1.02, and No. 2 fall at 99c; demand for fall being very active.

OATS were quiet, and sold at 42c.

BARLEY was much easier than during last week, and sold on an average of two cents under.

Saturday's prices: No. 1, 76c; No. 2, 70c; extra No. 3, 65c. No. 2 pens were sold at 72c. Butter, quiet, shipping lots selling at 17c. Eggs were firm, although unchanged in price, selling at 17c. Bacon showed decided firmness, car lots of long clear selling at 14c., and smaller lots at 14½c.

TORONTO STOCK MARKET.

Special Despatch to The Commercial.

MONDAY, OCT 16 The market during the week has been an active one, and to-day maintained the same tone. Quotations during the day were as follows:—

Montreal, 209½, sales 209½ and 209½; Ontario, 129; Toronto, 187½; Merchants, 132; Commerce, 143½, sales 143 and 143½; Imperial, 144½, sales, 144½; Federal, 162½, sales from 162½ to 163½ and back to 163; Dominion, 207½, with sales 205½ to 205½ and back to 207½; Standard, 113; Manitoba Loan, 119; Ontario and Qu'Appelle, 200; North-West Loan, 309½.

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DRUGGISTS,

PRINCESS ST

Between McDermott & Bannatyne,

WINNIPEG.

SEND FOR QUOTATIONS

C. E. MANUEL.

MANUFACTURER OF

BROOMS AND BRUSHES

68 WILLIAM ST. WEST.

P. O. BOX 538,

WINNIPEG, MANITOBA.

On Wheels.

Mr. Drinkwater, of the Canadian Pacific Railway, left this city for the East on Sunday evening.

General Manager Van Horn is still at the Western end of the C.P.R. track, superintending the rapid work of construction which is now going on.

During the present week Chief Engineer J. C. James, of the C.P.R., will travel over that Company's new South-Western branch and inspect it in detail before the Company accepts the road from the hands of the contractors.

During the past week the C.P.R. have received at this city three new engines for yard work. They are huge locomotives, weighing about 40 tons each, and are fitted with treble driving wheels specially for switching work. They are fine specimens of engineering skill, and were constructed at the Hinkley Locomotive Works, Boston, Mass.

Mr. L. P. Owen, C.P.R. agent, has returned from a pleasure excursion to the East, and is once more into harness.

The delay of mail matter from the South on Saturday morning was not explained by an accident to the passenger train which should have arrived in the morning. About ten miles south of this city one of the journals of the engine became so heated that an axle of one of the front wheels was cut clean off. A second engine sent from here got off the track also, and a third one eventually succeeded in bringing the train to Winnipeg by 11 o'clock a.m. After her arrival it was discovered that she carried no Eastern mail, as the train carrying that had been detained on the St. P., M. and M., and failed to make connections.

HUTCHINGS & RICE, UPHOLSTERERS.

MATRASSES, WINDOW BLINDS, LAMBERKINS, &c. MADE TO ORDER ON SHORT NOTICE. All orders will have our personal supervision. 8 RUPERT ST., 2nd Door West Main Street, WINNIPEG.

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ROYAL OF ENGLAND, Assets \$51,000,000
CITIZENS OF MONTREAL, Capital 2,200,000
CITY OF LONDON, of England 10,200,000

Fire, Life Marine and Accident Insurance.

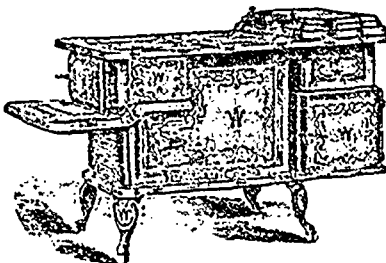
Canadian Steamship Line passage tickets granted Agents for Collingwood Lake Superior line of steamers. GOLDIE & McCULLOUGH'S SAFES, PAULT DOORS MONEY TO LOAN. OFFICE, NO. 10 McDERMOTT ST., WINNIPEG, MAN.

WESTERN CANADA LOAN & SAVINGS CO.

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TURNING AND BAND SAWING.
NORTH STAR PLANING & SAW MILLS,
Yonge and Disraeli Streets, Point Douglas,
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STOVES AND TINWARE

We carry in stock a complete line of Cook, Box and Parlor Stoves, Base Burners, Ranges, for Coal or wood; Stamped and Pieced Tinware. We also represent the following leading manufacturers: Montreal Rolling Mills Co.—Nails, Shot, &c., &c. F F Dally & Co., Hamilton—Patent Medicines and Extracts. Smart & Shepherd, Brockville, Hard ware. 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.

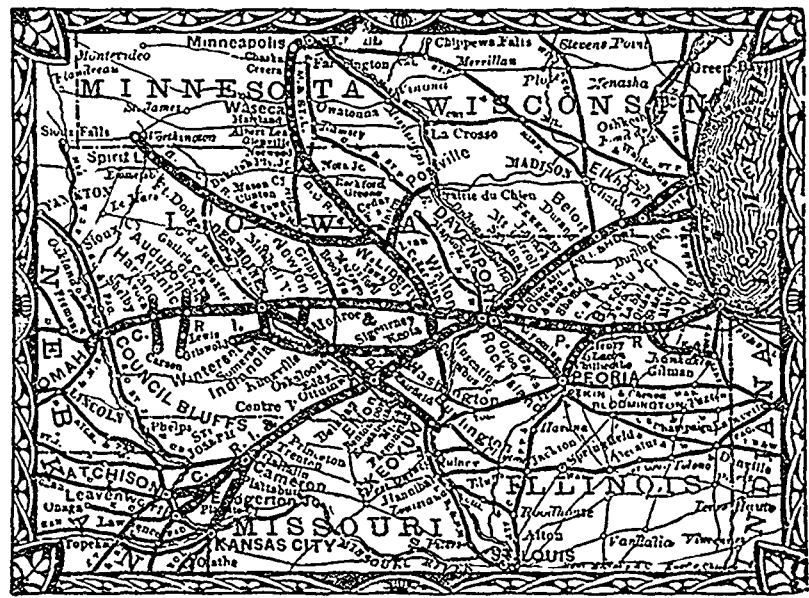
Chicago, St. Paul, Minneapolis, Omaha, & North-Western Railways.

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., 8.30 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 9.30 p.m., arriving in Chicago at 6.50 p.m., 7.40 p.m., 7.30 a.m., and 8.00 a.m. These trains take the through sleepers from Great Western, and Canada Southern, and make close connection at Chicago with the trains of other roads. Dining cars on trains for breakfast and supper.

MAP OF THE



ALBERT LEA ROUTE.

The favorite route from the North to Chicago and the East. Chicago fast express leaves Minneapolis at 6.30 p.m. daily, arriving at Chicago 3 p.m. next day. This is a solid train, consisting of Pullman Cars, Coaches and Baggage Cars, running through without change. Trains leaving Minneapolis at 3.30 p.m. and 7.55 a.m., connect through to Chicago via the C. R. I. & P. Ry.
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COMMISSION MERCHANTS,

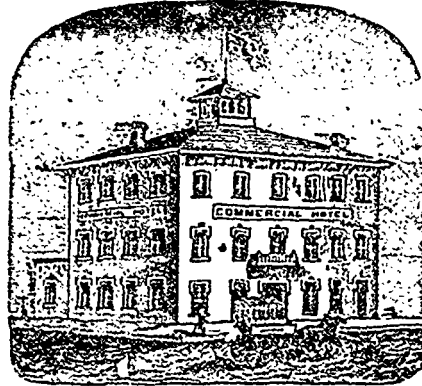
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WE CARRY IN STOCK A FULL LINE OF

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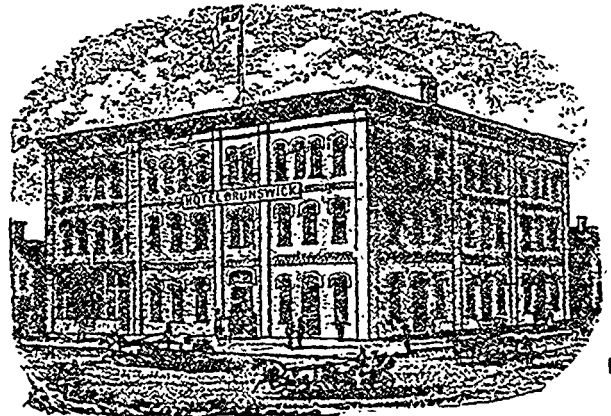
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