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\$25,000 Winnipeg Consolidated at 50 per cent.; \$5 deposit and \$20 on allotment.

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HOUSEHOLD AND OFFICE FURNITURE.
Undertaking a Specialty. Coffin Caskets and Trimming Wholesale. Metallic Caskets also in Stock.

VAN BUSKIRK KEIZER & CO., D.L.S. & C.E., Locate and compute milling powers, timber, coal and stone limits. Engage in the construction of canals, and locks also draining submerged lands. Advice and assistance to inventors, and drawings made for the "Patent Office" of any Mechanical Invention. Office: 10 Donaldson's Block, upstairs.

D. L. SCOTT, BARRISTER, ATTORNEY, SOLICITOR &c., Regina, North-west Territory.

R. P. MULLAGAN, WHOLESALE WINE AND SPIRIT Merchant. Liquors and Cigars, all kinds always on hand. Sixth Street, Brandon, Manitoba.

W. B. CANAVAN, BARRISTER, ATTORNEY, CONVEYANCER and Notary Public for Manitoba and Ontario, Portage Avenue, (North Side), near Main Street, Winnipeg.

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JOHN R. BRYDON, SOLICITOR, CONVEYANCER, Notary Public, Commissioner in B. R., c. Main Street, Rat Portage, Manitoba.

WADMORE & CO., ARCHITECTS, ENGINEERS, Topographical and Patent Draughtsmen. Sale maps made, plans enlarged, etc. Black Block, Main Street, Winnipeg.

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JOHN BOULTBEE, SOLICITOR, CONVEYANCER, etc. A Commissioner for Ontario. Portage la Prairie, Manitoba.

FRANK J. AP'JOHN, SOLICITOR, CONVEYANCER, Notary Public, &c., &c., Real Estate and Mining Agent. Main Street, Rat Portage.

W. C. HARRIS, ARCHITECT, ASSOCIATE ROYAL Canadian Academy of Art. 562 Main Street.

SNOW & CODD, LAND SURVEYORS, CIVIL ENGINEERS and practical draughtsmen. Office in rear of Registry Office, Main Street, Rat Portage.

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WANTED MANAGEMENT OF COAL MINE. HAS had considerable experience in Lancashire, England. Good references. Address A. S., THE COMMERCIAL office, city.

PARTNERSHIP IN ONE OF THE BEST PAYING Businesses in the North-west. Moderate Capital required. Address "X," Care of McLeod & Co., 212 Main Street.

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MANUFACTURER OF AND DEALER IN
Fine Furniture, Office Desks, &c., Picture and Mirror Frames, &c.
Factory Corner Princess Street and G. P. R. R. Warehouses, Main Street Opposite Queen Street.
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COPELAND & GIBBONS,
BROKERS,
AND COMMISSION MERCHANTS.
Custom House business attended to promptly.
All kinds of goods bought and sold on commission.

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DRY GOODS. SMALL WARES. AND FANCY GOODS, BEADS, CUTLERY, JEWELERY, STATIONERY.

Druggists' Sundries, Etc.

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

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WHOLESALE DEALERS IN

Hardware, Stoves & Tinware

MANUFACTURERS OF
GALVANIZED IRON CORNICES
Roofing, Steam Heating, Plumbing and Gas Fitting and General Jobbing promptly attended to.
520 & 522 MAIN STREET, WINNIPEG

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Importers of and Wholesale Dealers in
PLAIN, FANCY AND PLATE

WINDOW GLASS

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

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AND

COMMISSION MERCHANTS.

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Goods Bought and Sold on Commission

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GERRIE BLOCK, PRINCESS ST.

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ROASTING & GRINDING
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30 Owen Street, Winnipeg, Manitoba

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Shingles,

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Office and Yard opposite C. P. R. Freight Sheds, North of Track.

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Importers and Wholesale Dealers in

Butter, Eggs, Apples, Fruit,

Potatoes, Vegetables, Poultry, Cranberries,

OYSTERS, ETC., IN SEASON.

Our Terms are Cash, or all Bills payable on Demand. Eggs a Specialty.

P. O. BOX 1118.

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Codville & Co.,

WHOLESALE GROCERS

26 McDermott Street,

WINNIPEG.

THE PIONEER Wholesale Establishment

FOR

Boots and Shoes, Trunks and
Travelling Bags, Moccasins,
Felt Goods, Etc.

W. HIGGINS & CO.

Ample experience as to the requirements of Manitoba and the North-west Territories; very best connections with Eastern manufacturers; large stock constantly on hand; reasonable prices and liberal terms should commend this firm to the favorable consideration of the present and prospective Retail Merchants of Manitoba and our great North-west.

35 Queen St. East, Winnipeg, Manitoba.

LYON, MACKENZIE & POWIS,

IMPORTERS.

WHOLESALE GROCERS,

—AND—

PROVISION MERCHANTS.

5, 7, 9 & 11, McDermott St.,

Winnipeg.

Sutherland & Campbell,

WHOLESALE GROCERS

—AND—

COMMISSION MERCHANTS

STOCK LARGE AND WELL ASSORTED.

PRICES LOW TO CASH AND

PROMPT MEN.

PRINCESS ST.

WINNIPEG.



We Have Received Our Direct importation of

Herrings in brls and 1/2 brls.

Figs in boxes, 1/2 boxes and mats:

Boneless fish 40 lb. boxes.

Boneless fish 5 lb. boxes.

WHITE BEANS, DRIED APPLES

Evaporated Apples in 50lb. Boxes in
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The Commercial

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

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

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

ISSUED EVERY TUESDAY

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Office, 10 James St. East.

STEEN & BOYCE,
Publishers

WINNIPEG, APRIL 17, 1883.

SEEDING has commenced at Indian Head.

CHAS. BUTCHER, drugs, Millford, is going out of business.

GROTT & POLSON, real estate agents, Winnipeg, have dissolved.

HAMMOND & MCKIVER, tent manufacturers, Winnipeg, are about to dissolve.

J. T. WEST, jewelry store, Nelson, has retired from business to engage in farming.

WESTBROOK & FAIRCHILD are building an agricultural machinery warehouse at Morris.

CONLEY & CORMICAN, boots and shoes, Winnipeg, have assigned in trust to Isaac H. McLean.

M. J. McLEAN, who has been in the commission business in this city, intends removing to Calgary.

C. W. MARLATT, general store, Oak River, has assigned in trust to Alfred McKeand, of Winnipeg.

A. BERGEVIN & Co. have sold their branch dry goods store on Main street, Winnipeg, to P. Rouillard & Co.

Ross & Ross, general store, Rapid City, are about to dissolve partnership, Mr. John Ross retiring to commence farming.

GEO. LEANY, postmaster, Nelson, has removed the post office into his new building adjoining A. M. Champion's store.

R. DIXON, contractor, Selkirk, has not assigned, as stated in last week's issue, and there is no danger of his doing so, either.

Mr. McBAIN has retired from the firm of McBain, Woods & Co., biscuit manufacturers, etc. Alderman Owens takes his place in the firm.

J. B. CARLILE, inspector of the North American Life Assurance Company, Toronto, is in the city on business connected with the company he represents.

THE Grand Union hotel in this city has greatly improved under its new management. It is now one of the most comfortable hotels in the Dominion.

THE act incorporating the Portage Westbourne and Northwestern Railway has been amended so as to change the name to the Manitoba and Northwestern.

MR. GREGORY, a capitalist from Wingham, Ont., intends erecting at Souris City a grist and flouring mill two stories in height, with a capacity of 200 barrels per day.

THE Acadia gun and blasting powder company of Halifax, N. S., have made arrangements to establish a factory in the vicinity of Winnipeg during the coming summer.

THE taking over of the Thunder Bay division of the C. P. R. from the contractors has awakened some curiosity as to the new freight rates, and many are anxious to know what they will be.

IT is said that the ice on Thunder Bay will break up before the first of May. The C. P. R. will, it is expected, take over the Thunder Bay Branch by that date, when daily trains will be put on between this city and the Landing.

T. J. SKINNER started business in Minnedosa about three months ago, having given up farming for that purpose. He got into financial difficulties, and now numerous creditors mourn over his unexpected disappearance for parts unknown.

THE bottom floor of the Morris dam has been laid, being 25 feet in breadth by 70 feet long; the next floor will be six feet higher, beginning on either side close to the bank of the stream and so continuing throughout the total length of 750 feet.

THE new City Hall has given way in many places, and a committee of architects appointed to report on the condition of the building have condemned it as unsafe, and recommend that it be taken down. Serious loss will be suffered by some one.

THE Minnedosa Tribune, the latest journalistic venture in Manitoba, has made its appearance. It is a handsome sheet, and in every way a credit to the town in which it is published and to the energetic proprietor, Mr. Gibbens. We wish it success.

F. T. GRAFFE, formerly of the Prince Arthur's Landing Herald, has been appointed business manager of the Mining Index, published in this city. Mr. Graffe is a journalist of experience, and cannot fail to make the Index a success. The promotion is well deserved.

A BILL has been introduced in the House of Commons at Ottawa, adding Winnipeg to the other cities mentioned in the Inspection Act of 1874, which gives her a right to appoint an inspector of her own, and also providing that flinty Fife wheat when grown in the Northwest shall be inspected as higher than No. 2.

SHOULD the amalgamation of the Winnipeg and Hudson's Bay, and Nelson Valley and Hudson's Bay Railways be consummated, it is proposed to organize an expedition to explore Hudson's Straits. The proposition is that if the Dominion and Imperial Governments each contribute one-third of the cost, the new company will furnish the balance.

ACCORDING to the current number of the Chicago Railway Age, the construction of railways in the United States during the first quarter of 1883 has fallen away about 36 per cent, as compared with that recorded in a like portion of 1882; the total of main track completed in the past three months being 766, as compared with 1,200 miles in 1882. The Age estimates the construction for the year at 8,000 miles.

The Bankruptcy Law.

As an evidence of the importance attached to the subject of bankruptcy legislation by the mercantile world, it is interesting to note that bills for securing the proper legislation and distribution of estates are at the present time before the representatives of the Dominion and of the United States, while leading financial authorities in England are advocating the adoption of some efficacious remedy for the existing evils under the present state of affairs. Able and influential journals that may be considered the exponents of mercantile feeling on this subject express their sense of the importance of such legislation by claiming that the first instalments towards the proposed mercantile code ought to consist of a rational bankruptcy law. There can be no question but that the present state of affairs is unsatisfactory in the extreme, too much latitude being allowed to the dishonest trader in evading payment of his just debts, and too much delay and expense being incurred in the present method of distributing the debtor's estate.

The subject of bankruptcy is one that concerns the general community as well as the mercantile class, for though the provisions of any law on this subject will be confined to traders, the general public are concerned too intimately with that class not to be affected by their standing and probity. However, among the variety of causes that bring about insolvencies there must be reckoned dishonesty on the part of the debtor and such a reckless abuse of credit as to amount to a violation of the laws of commercial morality.

These abuses are difficult to eradicate, connived at as they are by the carelessness and oversight of the creditors themselves, who allow the debtor to perpetrate with impunity acts of fraud against the body of creditors which if done towards any single individual, would meet with prompt punishment. The debtor who makes fraudulent assignments, conveyances and debts plays a bold but not a dangerous part, for his deceit, if it be not discovered, will enable him to cancel his debts, while if discovered and proved he is no worse off than before. This is because there is no one to put the law, lenient as it is, in force against him. What is everybody's business is nobody's business, and usually the delinquent escapes because no one will take the trouble and expense of prosecuting him. It is a fallacy to suppose that the community can rely on the self-interest or public spirit of any body of creditors either to enforce their own rights or to vindicate those of the public at large. There is evidently a growing desire that the disparity existing between the certainty and severity of punishment meted out to the common thief and the fraudulent trader should cease. But penal laws against mercantile fraud would be next to useless, unless there is a certainty of their application. To secure this is the chief difficulty. At present it is not done, and under the old bankruptcy act matters were in a still worse condition. The method that has met with the most general approval is to throw a judicial solemnity over insolvent proceedings by placing the whole matter in the hands of the courts and compelling the fullest disclosure of

all the details of the merchant's business affairs. It is claimed that by initiating all insolvency proceedings in the courts and continuing them there under its supervision till it gives its decision in accordance with fixed rules, bankruptcy would be an ordeal to be dreaded and would not be willingly sought by any one, since the discharge could only be obtained by a judicial decision not depending in any way on the indulgence or connivance of creditors.

There are many objections, it is true, to the compulsory intervention of the courts, and of course lawyers will add the costs, delay and uncertainty of litigation, but it is conceivable that some simple process is possible to be devised to obviate the greater part of these drawbacks. Such simple machinery and speedy decision would prove the best means of realizing and distributing the assets of the insolvent.

The creditors' trustee would then be an official of the court, and would be actuated by a lively sense of his responsibility. His powers would be curtailed and his conduct controlled by the Board of Trade. His conduct would at all events be free from the control of the debtors, and as he would be paid by salary, the iniquitous fee would be done away with.

If, however, all insolvency matters relegated to the courts as any ordinary matter in litigation there would be good ground for the fear of expense and delay. The lawyer as well as the official assignee should be excluded as much as possible from such adjustments; it is in the administration of the law that the English system is defective, and without proper administration the best laws are useless or worse than useless.

This faulty machinery is one of the worst features of Mr. Beatty's bill now before the House of Commons at Ottawa. With the light thrown upon the subject by the agitation in the United States and in England, he has attempted to frame a measure to suit Canadian affairs, but has met with such little success that his measure seems to have evoked great opposition in the larger cities in the East. Its provisions are voluminous but somewhat crude and ill arranged, while it contemplates the introduction of a complicated and tedious legal process that must militate against its efficiency. The trustee's power is not sufficiently limited, nor is he removed from the influence of the creditors. It will necessitate recourse to legal proceedings and at every step will call into being an army of guardians, and will leave much to be decided by the prescription of the judge, of course after application to him by some barrister. Some of the defects can be remedied in committee before the bill passes the House; but it would perhaps be advisable to take time to consider its whole bearing, and let it lie over till next season. No measure at all is better than a measure that would throw insolvency adjustment into a state of chaos that would eventually need to be revised and amended.

British Finances.

The report of the Chancellor of the Exchequer laid before the British House of Commons a few days ago, shows that the revenue for the fiscal year ending March 31, 1883, was £89,004,000, exceeding the estimates by £4,060,000. The expenditures were £88,906,000,

showing a surplus of £98,000. A reduction of £5,000,000 was occasioned by the decrease in the consumption of spirits. The expenses of the war in Egypt, including the amount contributed to defray the cost of the Indian contingent, were £3,893,000. The present administration had inherited £7,850,000 war charges. There were no arrears to report on account of war expenditures incurred by the present government. The expenditure for the coming year is estimated at £85,789,000 and the revenue at £88,480,000. During the past year the national debt was reduced by about £7,100,000, and for the current year, it is expected, will amount to £8,000,000. In the next twenty years Mr. Childers expects to see the debt reduced by £172,090,000. Among the chancellor's recommendations are proposals for the abolition of the tax on railway earnings where the fares are small in amount, for the reduction of the rate for telegrams to 6d. each, and for the removal of a portion of the income tax.

City Water Supply.

Dr. Richardson, a well-known sanitarian, in a recent article in one of the leading magazines lays particular stress upon the necessity of having the water supply for domestic purposes brought to a degree of softness and kept at all seasons at an equable temperature. Water to be free from injury to health should not have more than eight or nine degrees of hardness, and when it exceeds that he says that it should be treated by the lime-softening process. He has no doubt that a hard water taken as a drink is the frequent cause of constipation, dyspepsia and other derangements of the system. In Canterbury, England, the process of softening the water has been carried out on an extensive scale with most satisfactory results, and no doubt if adopted in many sections of this country its effects would be beneficial.

During the summer season the water supply of all large towns and cities in this climate becomes heated, causing the decomposition of organic matter, and consequently aggravating the intestinal disturbance which is often prevalent in sultry weather, and which carries off every year so large a part of the infant population. To remedy this evil Dr. Richardson urges the ingenious plan devised by the sanitary engineer, Baldwin Latham, of bringing the water into houses by a pipe which has been sunk into the earth to a point where the temperature is constantly low. At all seasons the water thus drawn into the houses is cold, and, what is of more importance, is of equal temperature. This would involve only moderate cost; but it is hardly to be expected that landlords, as a general rule, will hasten to thus introduce cold water into every house, notwithstanding that the expense would be balanced by the economy of ice it would affect. As a sanitary measure it ought also to commend itself to the attention of persons having in charge the water supply of towns and cities, as well as architects, builders and others whose immediate business is to use every known device for bettering the health of the dwellers in the houses they erect. The engineer has a great new field of employment before him and the subject earnestly demands immediate attention.

Growth of the World's Wealth.

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

The Development of the Far West.

Rapid and extraordinary as has been the development of the resources of the North-west during the past two or three years, circumstances indicate that the prosperity of the present

year of grace will outstrip any of its predecessors. The bone and sinew of other lands is already pouring into the country and what has arrived are only the van guard of the great army that is to follow closely on their heels. The country all along the line of railway is securing its share of settlers, and many are pushing away beyond the end of the track. Those that go the farthest west will not have many months to wait before the iron horse will be with them. Before the year shall have closed it is confidently expected the base of the Rocky Mountains will have been reached. Millions of acres, all the way from Winnipeg to the Rockies, await only the plough, the team, the willing arm and the seed to yield under our clear sky and genial climate the richest harvests. The facilities of our soil is a fact needing no new endorser or special pleading. Those who have tested its capabilities unite in one opinion that for the surplus population of the over-crowded cities of the old world, no country offers such opportunities as the fertile prairies of the west.

Then the development of our vast mineral resources is attracting a great deal of attention, and these will prove an important feature in the industries of the country. Through the avenues of agriculture and mining, money will flow into the country which will be quickly followed by the equally rapid development of our mercantile and manufacturing industries. In a few years great centres of trade will be established, of which Winnipeg, from its position and natural advantages cannot but be the great fountain head. In order to be able to cope with the tide of business that cannot but follow, it behoves the people of Winnipeg to bend all their energies towards preparing for it. The city wants to be built upon a substantial foundation and all improvements made as quickly as the resources of trade will demand.

All encouragement should be given to railway construction and what is of scarcely less importance, the improvement of the magnificent system of water communication stretching throughout the length and breadth of the land.

The Montreal Gazette says it is understood that the Government intends to offer for sale by public auction at Winnipeg early in May, some of the choicest and best situated lands in the North-west, such as the even numbered sections which were withdrawn from settlement, lying between the Canadian Pacific Railway belt and the boundary line along and adjoining the main line of the C. P. R. Some of the coal lands in the Souris district will also be offered for sale at the same time.

An order in Council has been passed approving of the location of the C. P. R. from Prince Arthur's Landing eastward to Lake Superior, a distance of 68 miles. The location originally laid out by the Government has been generally followed by the company. There are no grades exceeding 53 feet to the mile, and no curves of a less radius than 1,433 feet.

A washout in the Westbourne Marsh has carried away two miles of the P. W. & W. Railway track,

Mining Affairs.

The past week has been one of considerable activity in mining circles, and unusual interest is being manifested in the auriferous fields of the North-west by Americans interested in gold mining. The sales of stock in the city have been numerous and heavy, and the most noticeable feature in connection with these has been, that the demand has been brisk for the stock of one or two companies hitherto little sought after. The Argyle, Winnipeg Consolidated, and Keewatin have held firm all through the week while the Lake Winnipeg has suddenly come into lively demand. At the two first named of these mines milling operations will be carried on during the current week with energy. There will be a race for which will place before the public the first gold brick mined in the Lake of the Woods district. Mr. W. W. Meagher, of the Keewatin Mining Company, has returned from a trip to Chicago, New York and other cities of the United States and has managed to interest several American capitalists in North-western mining. In fact the mineral wealth of this country is fast becoming generally known in mining and stock circles on the other side of the boundary.

The rapidity with which sinking operations are being prosecuted at the Lake Winnipeg mine shows that the managers mean business during the coming summer, and that the mine will be among those which will be at actual production before the frosts of next fall reach us.

On the George Heenan Mine operations are being steadily prosecuted, but the project of the company have decided not to place stock in open market until operations are in much more advanced state.

The location of claims all over the Lake of the Woods district has now reached a state of indiscrimination, and many worthless locations will doubtless be offered for sale during the next few months. There are, however, several new locations which will soon be made public, and active operations commenced thereon as soon as the lake breaks up. Many, who have hitherto been rather skeptical upon Keewatin gold mining, are now convinced that rich fields now exist there, which require only capital, labor and mining skill to make very profitable undertakings for development.

McMillan's new elevator collapsed on Sunday. There were 60,000 bushels of wheat stored in it at the time. The building, which cost \$7,000, will have to be taken down. The grain escaped was mostly saved without much damage.

The crews of the steamers of the Winnipeg and Western Transportation Company left on Monday evening for Swift Current Creek, from where they proceed in York boats down that stream and the South Saskatchewan and Big Saskatchewan to Cumberland House, where the steamers have been laid up for the winter. The boats and their commanders for the season are: North-west, Capt. Sheets; Manitoba, Capt. Lauderdale; Marquis, Capt. Russell; Northcote, Capt. Jerry Webber.

The Commercial

WINNIPEG, APRIL 17, 1883

TARIFF ON AGRICULTURAL MACHINERY.

It is truly amazing to note how many journals in the Eastern Provinces treat the question of tariff on agricultural machinery, without for a moment taking North-western interests into consideration. This is not surprising in the small fry of country journals, many of whom are bolstered up for the support of a few local politicians, and who echo only the cry of their patrons, as a parrot repeats the "Pretty Pol!" it has learned from its tutor in articulation. When, however, a journal like the Canadian Manufacturer of Toronto, claiming to be an authority upon industrial affairs, follows such a course an unbiased reader is forced to the conclusion that unqualified selfishness dictates the policy. We quote the following from the Manufacturer of April 5th, as a specimen of the literature put forth by that journal upon the North-western implement trade:

For these articles a new market of enormous capacity of absorption is now being opened up in the North-west; and, supposing the principle of keeping our own markets as much as possible for our own manufacturers to be carried out, the aggregate of employment secured for Canadian labor and capital and enterprise would be enormous in proportion. But these important interests of ours were threatened with very serious danger. American manufacturers as well as our own have had their eyes upon the immense new market in the North-west, and have gone to work with all their might to capture it. They send heavy consignments of their machines to Winnipeg and other points to be sold at all hazards and at almost any price, thinking that if they can once beat Canadian makers fairly out of the field they will be able to charge their own price. A favorite plan with them is, however, to sell at professedly the same as Canadian prices, at the same time allowing to agents a much larger commission than is allowed by Canadian manufacturers. The result is that in some cases agents of the latter have thrown up their connection and accepted American agencies instead.

The question of whether the struggling pioneers of a country now being reclaimed from a vast wild prairie, or a limited number of comparatively wealthy manufacturers in the east are most entitled to consideration seems unworthy of the notice of the Manufacturer, and the interests of the latter evidently absorb all its attention. Were this a question of protection or free trade, our contemporary's inconsideration would be excusable, al-

though not justifiable. But when only an increase of tariffs from a reasonably protective basis to a burden upon the North-west is at issue, the position taken by that journal is among those who look upon this new and undeveloped country as a vast prospective field from which great natural wealth can be drained, and which for natural products taken therefrom can be supplied with merchandise and manufactures of questionable quality and at fancy figures from eastern sources.

Partisans should be careful to make assertions as closely resembling facts as possible when the advocacy of a crooked course is necessary. In this our contemporary has utterly failed when it publishes the statement that American manufacturers send heavy consignments of machinery to Winnipeg and other points to be sold at all hazards and almost at any price. The facts in the case are that for two years the supply of American agricultural machinery brought to the North-west has been far short of the actual demand, and indeed such has been the case with Canadian machinery also, although not to the same extent. There is no use in trying to evade the fact that machinery manufactured to suit a country like Ontario will not find as ready sale in the North-west as those of the Mississippi valley manufacturers, who have never catered for anything but a prairie country like our own. Let Ontario manufacturers get over this difficulty, and the machinery trade of the North-west will not long be supplied from American sources, even with the tariff established in 1879.

Another statement to the effect that agents for Canadian machinery have thrown up their connections and accepted American agencies instead, has about as much foundation as the other about forced sales, and a personal acquaintance with almost every machinery dealer in the North-west puts us in a position to give this statement a flat contradiction. We cannot allow to our contemporary the pardon usually accorded to ignorance. A journal claiming such standing in industrial affairs should be posted upon such questions of trade importance. Our contemporary has been so mixed up with manufacturing enterprises, that it has manufactured for the occasion the two statements we call in question; and manufactured them from whole cloth, with the deliberate and malicious intention of misrepresenting North-western affairs to its

readers. If we are astray in this our judgment, we shall regret it very much. But let our contemporary put us aright upon the matter, and we shall allow the conventional fool's pardon, and charge up its misstatements to pure ignorance.

THE HUDSON'S BAY ROUTE.

The question of Hudson's Bay navigation is at present attracting considerable attention, and the matter has been brought prominently before the House of Commons at Ottawa. It is expected that something tangible will be done this season in the way of obtaining reliable information as to the feasibility of the scheme. It is proposed to send an exploring expedition out this summer, the cost of which will be sustained in equal proportions by the Dominion Government, the Imperial Government and the companies purposing to run railways to some point on that large body of water. There is every prospect that the navigation of Hudson's Bay will not be attended with much serious difficulty, and that in a few years at most the grain product of the North-west will find its way to the British market by that route. Prof. Bell of the Geological Survey, and who has given this subject a great deal of attention, gave evidence the other day before a Parliamentary committee of the House of Commons. He expressed himself as of the opinion that the Bay shore ice would not obstruct navigation until about the middle of November, and that the crop of the North-west could be shipped by this route the same year. The route is also said to be a very safe one, seven hundred and fifty voyages having been made through the straits without a single loss. If this scheme can be successfully carried out—and there seems to be no reason why it should not—it will place the Canadian North-west as near the great markets of Europe as Eastern Ontario, the mouth of the Nelson River at York Factory being as near Liverpool or Glasgow as Montreal. The matter is in the hands of energetic men, who have a special interest in the development of the country, and they will spare neither labor nor expense to acquaint themselves freely with the whole merits of the case. The boon that would be conferred on the North-west by its successful accomplishment can hardly be estimated, as it will have the effect of adding a very large percentage to the

value of our agricultural products, which are the foundation of a country's prosperity.

NORTH-WESTERN GRAIN EXPORTATION.

There has been for the last two years a heavy stream of imports into the North-west, and merchants and manufacturers who have been shipping to this market have no doubt been puzzled to know how such a mass of imports have been swallowed up in a country which has yet done little or nothing in the way of exporting products. Business men at a distance cannot be expected to comprehend the enormous demands of a vast country like this, where a system of rapid development is going on; and the few hundred car loads of wheat and flour which have reached eastern markets from the North-western crop of 1882 look to them but a small return for the enormous imports that have taken place. The eagerness, however, with which these shippers endeavor to hold a footing in this country would indicate that they have no fear of the safety of its markets, and although they cannot at present clearly see the source of a return for expenditure, they have the fullest faith in the forthcoming of the former.

It must be admitted that the grain exports of the past winter have not been heavy, and were doubtless much lighter than they might have been, owing to the amount of grain damaged through insufficient protection from the rains of last fall. The local demand, too, has increased with such rapidity that the surplus grain has been lessened very much from the estimates of six months ago. The indications now are that the production of grain has fairly got the start of local demands, and the vast increase of acreage which will be in crop this coming season will ere another year more forcibly demonstrate the fact. This is the first season since the advent of a railway in which it has not been found necessary to import oats, and the claims are that none will require to be imported until a new crop is secured.

Taking all these circumstances into consideration, it is safe to predict that a very heavy surplus of wheat and quite a quantity of oats and other rough grain from the crop of 1883 will require to seek a distant market. It is well under these circumstances that a route via Thunder Bay will be opened for supplies before

the crop is threshed, thus giving cheaper and quicker transit to the Atlantic towns of the Dominion. It would be well, however, for exporters, while they make calculations upon this new route, to keep an eye upon the markets of the United States. Any person who has been watching the progress of events at Washington must be convinced that the duty on Canadian wheat going into the United States, especially hard wheat for roller milling purposes, will soon be an arrangement of the past, and with the boiling of the political pot, which will be fierce across the boundary line during the present year in anticipation of the presidential election of 1884, the abolition of the wheat tariff might be rushed through by the present American administration as a sop to consolidate the powerful milling interest of the country. In such a case the North-west would be flooded with purchasing agents for Minneapolis and other mills of the Northern States. Should such a state of affairs come into existence now, the shipping of grain via the United States would be taken bodily out of the hands of the Canadians and vested, in all probability, with the agents of the Millers' Association of Minneapolis. There is no organization of any description which could successfully oppose this powerful association, and even the discrimination of rates to the south by the C. P. R., which some so confidently predict, would be powerless to force the grain traffic by Lake Superior, as may be judged from the recent reduction of freights over the St. P., M. & M. Further reductions could easily be made in view of greatly increased traffic, and the Millers' Association, better than any other combination in the Northwestern States, know how to bring pressure upon a railway company to secure reduced rates.

In several issues of THE COMMERCIAL we have advocated the establishment of the grain storage system in Winnipeg, and it seems like monotony to again refer to the matter. When, however, the people of Emerson have seen through the advantages of such a system, and have already taken steps to form a company with a capital of \$100,000 for such an object, it is time the business classes of this city were stirring themselves. With an elevator system at Emerson, and another at Prince Arthur's Landing, Winnipeg's chances of holding a leading position in the grain export business of the North-

west are gone forever. It remains to be seen if the present golden opportunity will pass without its being taken advantage of. Let this season pass, and another may never be within our reach.

TRADE PROTECTION.

The trade protection association has in the present day reached the position of an absolutely necessary auxiliary to business, and it is difficult to see how the machinery of modern commerce could move along safely without the aid of such institutions. When we say the trade protection association we mean the properly organized institution with its efficient machinery and agents all over a country, and not the numerous offices in top floors of business buildings in large cities, the P. E. O. or P. I. O. on whose doors are about as familiar initials in business circles as the celebrated O. K. certificate of Josh Billings. It is unnecessary for us to supply any certificate as to the value of the properly managed trade protection association. There is not a prominent business man who has not experienced the same, and even those who are not directly guided by information from such a source are indirectly benefitted more or less thereby. In older centres of trade this is more so, than in a new commercial community, like what is now forming in the North-west, as in such places the whole business system is down to method any defect in which is easily discovered by the alert agents of the trade protection association. In a country like our own, however, the safety supplied by such, while it is of inestimable value, must necessarily be far from complete. The kaleidoscope-like changes which a rapid system of development are producing, with the every day additions to the number of business institutions in the country, while they make the existence of such institutions more necessary, create difficulties in the way of agents of such associations, which cannot but be insurmountable in many instances. It is not difficult to see that some more complete system of protecting the trade transactions of the North-west is required, and it would only be wisdom to reach that by machinery that would supplement and not abolish the agencies that are and have been at work already. It is much easier to complete a work half accomplished, than to begin it from the foundation up, and so far as the wholesale dealers and

manufacturers of the country are concerned, the organization for that purpose must be among themselves. The feeling of mutual confidence and mutual protection has not as yet so completely leavened these interests in the North-west as it should, and the soon steps are taken to secure more unity in this respect the better for all concerned. A complete system of reference, in which absolute facts regarding the standing of purchasers could be ascertained would be almost accomplished, could wholesale dealers and manufacturers only unite to supply the same to each other. Their work in this way would be a valuable auxiliary to the protective machinery of the present, and would enable agents now engaged therein to make their information much more reliable than it now is. The expense of the past six months has proved how necessary such a step is, and how useful it would prove, and we hope some measures will be promptly taken to complete arrangements of this nature.

THE WHEAT TUMBLE.

There is probably no question on which there is so much difference of opinion upon this continent as the tendency of the wheat markets of the great grain centres of America. Thus two months ago, when bulls in Chicago hoisted the price of number two to \$1.16, there were hundreds who prophesied that \$1.25 would be reached within ten days thereafter, and the record of speculation since then goes to prove that these prophecies were well backed by margins. During all this time of inflated prices, there were those who had been quietly watching the movement of grain on this continent since the crop of 1882 had begun to come into market, and were at a loss to see how such high prices could be maintained. While a combination at Chicago, Milwaukee and other points had been holding grain and refusing to sell at the prices offered by European purchasers during the winter, these same European purchasers had been quietly filling their demands from other countries, and even the grain men of the Pacific States had been rushing their stocks at the figures of Europe. The whole grain business of the past season goes to show, that in America grain is no longer held at the dictation of Liverpool or Mark Lane, but that sufficient capital is now at the command of American grain dealers to enable them

to stand a long siege against these once omnipotent opponents. But it has also been proved that American grain holders are very liable to over-estimate their recently acquired strength in this direction and display a little more courage and discretion. The opening of the season of 1882 was very favorable for their making such a mistake. Before the crop of that year could reach the market, the stock of number two wheat in Chicago was down to about 500,000 bushels, and was correspondingly light at other points. It did not require the funds of a Rothschild to corner a market under such circumstances and the consequences were that the fall trade opened with inflated prices, which rather intoxicated bullish dealers, and inaugurated the futile attempt to hold up prices through the spring and over May delivery. It was in vain that meetings of ironmasters, lumbermen and other manufacturing interests advocated a system of reduced production, and every other branch of business gave out signs of having to come to a reduction of prices. Grain holders had both means and grit, and they held with tenacity. But once more speculation has had to succumb to the law of supply and demand, and with Chicago number two at or near \$1.00 a bushel, bulls are wiser, although poorer men. Unfortunately such movements have always reactions, and it may be that the bearish reaction which now take place will be the cause of loss to the legitimate dealer and producer. The latter can well stand a little loss, as the speculation of the past winter has certainly been all in favor of the farmers of this continent.

OVER CONFIDENCE.

While the trade circles of Canada; and particularly of the North-west are enjoying the relief which the termination of a period of depression has brought, and are exchanging congratulations upon a period of commercial prosperity and confidence having set in, it would be well not to let the feeling develop into one of over-confidence. While trade is subject to a series of hectic fluctuations its solidity is by no means bound to be lasting, and may be severely shaken with sudden changes which during a time of more steady flow would scarcely be felt. In short, it must be admitted that the whole continent of North America is still struggling through a time of inflation, and many portions of it are suffer-

ing from the effects of over-speculation. Under such circumstances over-confidence is greatly to be dreaded, and signs of its revival are not wanting in many directions. The precautions against its growing should be much greater in the North-west than in older districts. With anything like a panic occurring these centres of capital are only too ready to withdraw all spare resources from a new country like this, and leave it to sink or swim, as the tide of events might determine. There is no reason to fear any panic having its origin in the North-west. The past six months have shown that it can weather a wonderfully heavy storm of depression under anything like reasonable circumstances. And it can safely be calculated that the country has tided over the heaviest waves of reaction. The prospects of commercial safety and solidity, in the east, however, are by no means so encouraging, and in the event of even a slight monetary excitement there, the financial pressure would be severely felt here and might leave disastrous consequences under present circumstances. It is therefore the duty as well as the best interests of every business man in the North-west to avoid drifting into over-confidence, and conduct his affairs upon such a conservative principle, that the sympathetic financial vibrations which radiate from the East through this country, cannot hamper him in his business conduct. While a great and rapid commercial growth is going on in a new country, it must necessarily be dependent greatly upon the capital of non residents, and while thus dependent must be more or less at the mercy of the whims of such capitalists, whose only interests are the safety of, and profit on, their investments.

Recent Legal Decisions.

The jurymen serving on the present assize appear to form no exception to the general rule that juries subordinate law to substantiate justice when the two come into conflict. Law does not always secure justice. It lays down general principles that are in the main calculated to mete out justice to the parties litigating and judges when called upon to expound the law bearing on a disputed issue, feel themselves under constraint to apply the legal principles in accordance with past decisions irrespective of the comparative claims of either party. In such cases strict law may often fail to do subordinate justice; a dilemma out of which judges of old sometimes extricated themselves by deciding according to their idea of the relative merits of the contestants' claims, and out of which modern judges

are yet frequently helped by the broad sense of justice found in the jury box. But in olden times the sense of justice in the mind of the judge was apt to be warped by his predilections for certain influential parties, and so too juries were and are yet liable to ignore law if it is obnoxious or urged in favor of one who is obnoxious, and mete out justice according to their notions, of the eternal fitness of things. The common law is often antiquated and harsh; it was much more so in its early stages, but many reforms have swept away a large number of its worst features, each monstrosity disappearing when it became too glaring for the light of civilization. When a law becomes no longer applicable or useful to men's affairs, it is at first cunningly evaded by some of those legal fictions so well known to the old lawyers; the second attack made on it is when judges or juries cease to apply it, and the final attack is made by legislation, which sweeps it for ever away. It holds true in law as in every other walk in life, however, that the greatest reforms have come from the outside, and not from its own devotees, and in this way the vagaries of jurymen being found mostly on the side of humanity have not only retarded the narrowing and arbitrary tendency of the law, but have assisted largely in bringing law abreast with the advancing liberality and tendencies of modern society. However anomalous and absurd it may appear to have a dozen men taken from the far interior of the country to sit in judgment on complicated mercantile transactions or intricate metaphysical problems, it may be claimed for them that their presence is the one great hope that the country will yet have one national law system that can be understood by all, and that will not need the presence of a specially trained class of men in court to ask for the justice that is every man's by right. We believe the atmosphere of the jury box will yet prove too strong for the silk and the stuff at the bar or on the bench. Time will bring its remedy no doubt, but in the meantime juries have facts under their control and damages resulting from facts. This gives them great power, and if they sometimes make mistakes in exercising this "great strength" their failings "lean to virtue's side," and are generally found with the weak and the poor.

Several cases tried last week at the assizes court, we think, give evidence of this tendency of the jury.

In the case of Stegman vs. Hudson's Bay Co., an action for the wrongful dismissal of a head milliner, the jury, true to their instincts, and in opposition to the evident opinion of the presiding judge, awarded full damages to the plaintiff. No doubt it is quite possible that substantial justice may be done by the verdict, but it is quite possible also that the facts of the defendants being a large and wealthy company may have had some weight with the twelve judges of facts.

Matheson vs. Langdon and Shepard affords another instance of the almost certainty with which an individual can obtain amends from a corporation for arbitrary conduct. But this case has a peculiar interest from the fact that the plaintiff and several others were dismissed

for refusing to work on Sunday, certainly a very slight cause for dismissal.

In the case of Dixon vs. the American Express Company, an action for malicious prosecution and false imprisonment, the plaintiff obtained a verdict for a large amount as damages for being tried on suspicion of having been guilty of the recent robbery of that company of \$10,000. The case seems to be one of hardship to the company, who acted on the advice of the best trained detectives, and who had no other legal means of trying whether plaintiff were guilty or not. The law owes these men the fullest protection in their lives, liberties and property, yet when they have met with a great loss they themselves must prosecute and bear the responsibility of failing to convict the person on whom their suspicion falls. It would almost seem in such cases as this that Mr. Bumble was not far astray in exclaiming, "The law is an ass." It seems that Dixon was entirely innocent of the crime, and no doubt he was subjected to great indignity in being accused of so heinous an offense, an indignity that no man should be subjected to without reasonable grounds of suspicion. Yet when such a crime is committed no employee having anything to do with the business should be above suspicion, at least so far as to cause him to be submitted, if necessary, to a strict investigation. The present state of the law on this and many other allied subjects leads to the immunity of the perpetrators more frequently than to their punishment, simply because the private prosecutor is personally responsible if he fails to secure a conviction.

Among cases elsewhere some decisions recently given on points connected with insurance are important.

The case of Castellain vs. Preston, in the English court of appeal, is important as affirming the doctrine that the contract in a fire insurance policy is a contract of indemnity only. Defendant insured his house at \$300, and subsequently entered into an agreement to sell it, but pending the negotiations the house was burned. He consequently got both the price paid for the house and the policy money from the company. The company sued him to recover the purchase money, claiming that he had no right to barter. They were defeated in the lower court, but on appeal it was held that the insurer is put in the place of the insured as to every right of the insured, whether of contract or of tort, and whether fulfilled or unfulfilled, provided it would diminish the loss insured against. Accordingly, as the insured had received the full value of the house from the purchaser, the claimant could recover the money paid by the company.

In the case of Lyons vs. the Prov. Washington Insurance Company, decided in the R. I. supreme court, it was held that the removal of goods to another premises without giving notice voids the insurance policy on them, provided the removal be not temporary and habitual and connected with a necessary use of the goods.

The Situation in the States.

Bradstreet's analyzes at length the mercan-

tile failures in the United States for the last quarter. The main lesson taught is the very large percentage of small trades making up the total for the quarter. This point again enforces, it says, the wisdom of narrowing credits in retail trade. Nearly one-half of the failures of average liabilities below \$25,000 were of general retail stores and retail grocers. In looking after the causes of the more important failures, it is manifest that by far the greater part of the disasters are traceable to comparatively remote influences in the shape of bad management rather than to facts in the immediate financial situation.

Forestry.

At a recent meeting of the American Forestry Congress in Montreal, A. T. Drummond of that city read a paper on this subject which is of deep interest to every one. The area of lumber producing districts is limited, and as Mr. Drummond said it is not with lumber as with other agricultural products. Reproduction cannot take place in a year or a decade. The pine must be of at least seventy-five years of age before it is of merchantable size square timber. The pine forests of the east which were thought to be inexhaustible and gave employment to thousands of men have fallen in their out-put to a comparatively small percentage of what they originally were. The question of tree planting and guarding against the too rapid destruction of what we already have is of the greatest importance to the people of Manitoba and the North-west. The Maine Board of Agriculture recently presented a memorial to the State Legislature pointedly referring to the duties of individuals on this question. "Men need to be taught," says the memorial, "that we have no moral right to follow blindly an instinct that leads only to present personal advantage, regardless of widespread future evil as a consequence; that we are but tenants of this earth, not owners in perpetuity; and that we have no right to injure the inheritance of those who succeed us, but rather a duty to leave it better for our having occupied it the allotted time. Men used to be taught to plant trees and their children to plant and love them. Owners of good lands in Maine or elsewhere will in the future learn that their bleak fields, if judiciously planted with wood to the extent of 40 per cent. of area, will produce on the remaining 60 per cent. more in all kinds of crops than the whole does now or can be made to do under any other possible course of treatment. Lands well sheltered can and do produce winter wheat in Maine as well as in New England or on the new lands of the West." In accordance with this memorial, the State Legislature provided for exemption for twenty years from taxation of all cleared lands on which forest trees had been successfully cultivated for three years, and maintained a thriving condition thereafter. Nearly all of the Northern and Western United States have in this way statutes to encourage the planting and growing of timber trees, and the effect of encouragement in this respect has in the Western States been most valuable.

WINNIPEG MONEY MARKET.

The rapid increase of business throughout the country has caused a keener demand for money. There has been no stringency, but still the financial institutions are kept busy supplying what is sought for. An increasing confidence in the future is noticeable everywhere. Renewals in whole are but seldom asked for, and part renewals are not so prevalent as heretofore. Rates of discount seem to be fixed at the figures we have given for the past week or two. The best commercial paper—gilt edged—can be negotiated at from 9 to 10 per cent, ordinary from 10 to 12. Money for real estate or other speculative purposes is still hard to get, and only from private sources. The rates for such range all the way from 12 to 20 per cent, and sometimes higher.

There has been a much freer circulation of money during the past week, and it is expected that before long a much easier feeling will pervade the market.

WINNIPEG WHOLESALE MARKETS.

The better tone in wholesale circles which we noted last week continues to improve as the spring season opens up. In every department there is a decided improvement, but some branches seem so far to have shared the benefit to a greater extent than others. An impetus was given to trade by the arrivals of large numbers of immigrants. They have bought their supplies chiefly from country merchants nearest to the point where they intend to settle. This has had the effect of making country orders come in freely. City trade is as yet somewhat quiet, but there is quite an improvement noticeable over last week. Of course city merchants do not require to lay in stock ahead in the same manner that those in the country are obliged to do. Being near the point of supply they require only to purchase for immediate wants, and keep sorting up daily as their shelves become emptied. Everything promises well for a splendid spring trade, and the leading houses are well prepared for it. There is a general improvement in collections and notes maturing are generally paid in whole, or in part at least.

AGRICULTURAL MACHINERY.

There is a regular "boom" in this line of business. Large quantities of implements of all kinds are being shipped daily to agencies in the country. The reports from agents are very encouraging, and everything indicates a business this season far in excess of last year. Notes are being more promptly met. Dealers feel anxious as to what will come out of the proposed increase of the tariff on American goods coming into the Provinces.

BOOTS AND SHOES.

This is a busy season of the year for the boot and shoe houses. Heavy orders are being received from the west, several large consignments having been shipped as far as Calgary. The city demand is also good. The stock of overshoes in the city has become almost entirely exhausted, and during the past two weeks two or three hundred cases would have

found ready sale had the goods been on hand. Money is a good deal more plentiful and notes are being met on maturity with considerable more promptitude than for some time past.

CLOTHING.

The houses are kept busy supplying orders the large proportion of which are from the west. Considerable quantities have also been shipped east to Rat Portage and other places on the line between here and Prince Arthur's Landing. The city trade is picking up pretty well. Travelers on the road are sending in very encouraging reports. Collections have been very fair and show unmistakable signs of improvement.

CROCKERY AND GLASSWARE.

There is a very satisfactory country trade being done this spring. The orders are larger than at this time last year, and a much better class of goods is being inquired for. City trade is still on the quiet side, but this it is expected will brighten up shortly. Cash is rather more plentiful and will, it is expected, continue to improve as the season advances.

DRY GOODS.

The leading houses report a very much improved state of affairs in this line of business. Spring orders have been shipped, and travelers are out on the road taking orders for summer goods and report very satisfactory progress. A general feeling of confidence pervades business men, much in contrast to the somewhat gloomy state of affairs two months ago. City trade is still quiet, but there is lots of life among country merchants, especially out west. There is a decided improvement in collections. Renewals are still asked for, but only in part, a considerable proportion of cash generally accompanying the request for thirty or forty days more time on the balance. The houses show a liberal spirit in dealing with these, and where everything seems fair and above board there is no difficulty in making satisfactory arrangements. Business during the summer will, it is expected, be good. The leading houses are well stocked up and are prepared to do a large trade. They are, however, and very wisely, too, much more conservative in their dealings, and the customer has to show a pretty good record in order to obtain much on credit. The experience of the past year has taught a lesson which will not be forgotten for a while.

DRUGS AND CHEMICALS.

Business in this branch of trade has vastly improved during the week, and the houses are taxed to their utmost to keep up to the orders that are coming in from all parts of the country. Collections are greatly improved.

FANCY GOODS AND SMALL WARES.

In this line also there is a decidedly improved feeling. Orders are coming in freely and travelers on the road report prospects as excellent for the summer. Cash is much more easily obtained. The leading houses hold heavy stocks of everything in this line, and are prepared to supply the demands of a big trade.

FRUIT.

There has been much more than the usual

amount of business done during the past week. Stocks are not very heavy, but still sufficient for the demand. Apples are becoming scarce, and are now worth from \$8 to \$9 per barrel. Other fruits remain firm at old quotations, which are: Lemons, in boxes, \$7.50 to \$8; oranges, \$11 to \$15 per case; Almeida grapes, \$9.50 to \$10.50 per barrel; figs in mats, 10; large boxes, 14c; small boxes, 20c; raisins, loose Muscatelles, \$3.50; black crown, \$5.25; triple crown, \$8.50; four crown, \$8.75.

FISH AND OYSTERS.

The supply of fish is limited, and the demand is not so great as it has been. Pike are worth 3c per pound and white fish 7c. Oysters are quoted at 35c for standards and 45c for selects.

FUEL.

The demand is becoming light as the weather gets warmer. The supply is good. Quotations are: Coal, egg, stove and nut by car-load on track, \$14; Blossburg, car lots, \$13.25; soft coal, car lots, \$10.50 to \$12, according to quality. Wood, poplar, \$5 to \$6; ash, oak and tamarac, \$7 to \$8.

HARDWARE AND METALS.

A splendid trade has been done during the past week, caused by the demand for building purposes here and out west. Quotations are unchanged and are: Tin plate, 14x20, \$7.25 to \$7.75; 20x28, \$11.50 to \$15; bar iron, \$3.75 to \$4; sheet iron, 5½ to 6c; iron piping, 25 per cent off price list; ingot tin, 32 to 34c; pig lead, 5½ to 7c; galvanized iron, No. 25, 5½ to 9c.

GROCERIES.

Business in this line is rapidly improving. Country orders are coming in freely, and the city demand is also good. Prices are about as they were, viz: Sugars, raw, 9½; granulated, 12½ to 12¾c; coffees, Rio, 16c; Java, 20c.

STATIONERY AND PAPER.

This branch of business has been very brisk for the past week or ten days. Collections are good, very few renewals being asked for.

WINES AND SPIRITS.

There has been a rather livelier trade than for some time, and prices have not changed. Quotations to jobbers and purchasers of quantities, duty paid, are: Brandy, Hennessy's one star, in cases, \$14; V. O., in cases, \$18; Jules Robin, cases, \$10.50; in wood, \$4 per gallon, Imperial measure; Pinette, in wood, \$4 per Imperial gallon; Louis Freres, in cases, quarts, \$10; flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$11; green cases, \$6; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booth's, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$4; Stewart's, in cases, quarts, \$9.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4 per gallon. Domestic whiskies, Gooderhan & Wort's, in wood, \$1.65 per gallon; 65 o. p. rectified, in wood, \$3.50; W. F. L. five-year old, \$2.50 per gallon; cases, quarts, \$7.50; flasks, \$8.50.

PORTAGE LA PRAIRIE.

Owing to the state of the road business has been quiet during the week. Grain quotations are: Wheat, 68 to 75c; rye, 38 to 40c; barley, 45 to 50c.

Mr. Ryan has opened a branch of his boot and shoe business at Moose Jaw. He has removed his business here to the building formerly occupied by J. C. Ball on Main street.

P. McArthur of Winnipeg is having built a boat 140 feet long to ply on Lake Manitoba. His base of operations will be at the mouth of the White Mud River, to which point it is understood a branch of the P. W. & N. W. Railway from Westbourne will be built. Mr. M. then expects to supply the Portage with wood from the timber districts on the lake.

EMERSON.

A number of the leading citizens of this place are asking for incorporation as the "Emerson Milling and Elevator Company." The capital stock is placed at \$100,000, divided into 1,000 shares of \$100 each. The first directors of the company are to be: W. H. Nash, W. W. Ireland, J. I. Johnston, J. W. Whitman, C. S. Douglas, R. S. Chalmers and A. W. Stiles.

The old traffic bridge over the Red River is receiving its finishing touches, and will be ready for opening before the ice breaks.

Large numbers of immigrants are arriving, and the customs and railway officials are kept busy attending to them.

Work on the new railway and traffic bridge is progressing favorably. In a few days the number of hands employed will be largely increased.

The International plant was purchased at the end last week by B. B. Johnston for \$85,600. The business is to be continued with Mr. C. S. Douglas, the former proprietor, as manager and editor.

No danger by flood is anticipated this spring.

KEEWATIN.

Messrs. Dick, Banning & Co. have shipped west all the lumber they had in their yard here.

Zimmerman & Co. have built a coffer dam at the inlet to their mill pond and are busy taking out rock and deepening the water way.

Mr. Peter Lever has sold his handsome residence to Robert Allan, who will enlarge and open it as a private boarding house.

Mr. Joseph Guerette has completed his new store and is now engaged transferring his stock from his old premises. He has also received a billiard and pool table, purchased from Samuel May, of Toronto, through his agent, Mr. Andrews, of Winnipeg, which no doubt will prove a source of amusement, minus the profit to the young men about town.

BRANDON.

The mild weather has removed all the snow in this section. Ploughing and seeding are

now going on, which keeps the farmers employed. Immigrants are arriving in large numbers, and are scattering in all directions. Trade is rushing and merchants are happy.

Messrs. H. Meredith & Co. have opened out this week. Their stock is large and well chosen. Their new store is one of the finest in the city, and their future prospects are good.

Messrs. Cole & Sanderson, merchant tailors, have opened out a large stock.

W. A. Macdonald, one of our leading lawyers, has purchased the building lately occupied by the Imperial Bank, and now occupies the best law office in town.

Building is being carried on extensively, both in the town and the country around. The lumber dealers are all well supplied, and there will be no lack of material.

Messrs. Geo. Ripple & Co. have purchased a lot on Rosser avenue, between Ninth and Tenth streets, on which they intend erecting a large store, their present building on Eighth street not being large enough.

D. Scott is building a large furniture warehouse on the corner of Princess avenue and Ninth streets, and will employ thirty hands.

Tribute to a Banker.

On Friday evening, Mr. Duncan McArthur, late manager of the Merchants' Bank in this city, and the pioneer bank manager in Manitoba, was entertained by his numerous friends at a banquet in the Grand Union. The gathering was large and representative. The mayor occupied the chair, and the vice chairmen were Messrs. James Mulholland, H. M. Howell and Amos Rowe. After the table had been cleared the Mayor read an address to the guest of the evening, which referred in complimentary terms to Mr. McArthur's success as manager of the bank he had for twelve years represented in this city. Accompanying the address was a handsome life size portrait of Mr. McArthur. An address was also read from the board of directors in Montreal and New York, accompanied by a magnificent present in the shape of a costly silver service. Mr. McArthur replied in a very able address in the course of which he reviewed the whole history of banking in the North-west up to the present time. Mr. McArthur will still continue to act in the capacity of local director for the Merchants' Bank.

Help Your Town.

We quote the following article from an exchange, and recommend it to our readers for perusal: "It is a well established principle that the people make the place; not its facilities for business. It is true that an energetic and prosperous people may be kept back by a lack of natural advantages, but this is not often the case. A thousand towns are kept in check by the greed and lack of public spirit of the people, where one is kept down by the location. Push and energy overcome all obstacles; greed and want of energy will kill the most promising locality. So our town is to be just what we, its citizens, make it. If its landowners hold its lots so high that manufactories are

kept out, this will act as a weight to keep it down. What is wanted is for the people to be united as far as public good is concerned. Patronize each other as far as possible, any new enterprise, especially manufactories, give a warm greeting to any new settler, and give aid so far as may be in everything that shall tend to the public good. If this policy is pursued our town will rapidly grow, and become a prosperous and thrifty city. If, on the contrary, the citizens refuse aid to every enterprise, unless they are to get a big slice of the profits, look upon every new arrival as a pigeon to be plucked, and patronize their neighbors only when they cannot do as well or better somewhere else, then our town will grow slowly if at all. Our natural advantages will go to waste, and count as nothing in the question of prosperity."

The Paper Trade.

The number of paper mills in the United States has increased largely during the past year, so much so that the increased production has led to inquiry whether the business has not been overdone. Lockwood's Directory for the Paper Trade for 1883 shows that there are 1,051 paper mills in America, and of these 1,018 are in operation. Since March 1, 1882, sixty-eight new mills making paper and pulp have started up, and thirty-seven other mills are in course of construction. The extension of the industry to so marked a degree led the publisher of the Directory to invite opinions from paper makers in all parts of the country, as to the conclusions to be derived from this growth. The Paper Trade Journal of last Saturday printed a great many answers to the inquiry, and while the general tone of the answers is not sanguine, and is, in some cases, even of a gloomy nature, the condition of the paper trade does not appear to warrant foreboding if care and judgment are exercised. That the mills are capable of producing more than the demands of home consumption require is evident, but there are several methods of keeping manufacture well in hand which paper makers can utilize if they so desire. Paper is cheap enough to-day, and we do not know that there is any call for lower prices. If there was, it would require sacrifices which probably cannot be conceded without detriment to the general body of trade. Weakness once established in one line of business or manufacture is apt to extend to and affect other and diverse interests. Among the suggestions offered for keeping an excess of goods from coming on the market is the export outlet. This is not new, and has been urged time and time again. Some of our manufacturers have secured a foreign market for their goods, and they have not, so far as we have heard, regretted that they sought it. The increase in production caused by the new mills is not in itself alarming, inasmuch as it has been chiefly in the manufacture of fibre and of the lower grades of paper. The mills making the finer grades are generally able to keep their output well sold up. While, therefore, the paper trade situation is one which calls for the exercise of prudence, it does not justify alarm.

THE MARKETS.

WINNIPEG

GRAIN AND PROVISIONS.

The grain market for the week has been nearly at a standstill. Receipts were very light. Prices have not changed materially and there has been very little fluctuation.

WHEAT.

The receipts for the week have been light, both by rail and on the street. The total shipment east only amounted to ten cars. Prices have not changed. Prime quality is worth 80c; inferior, 70 to 75c.

OATS

Have been received in very limited quantities, and some of what was offered was in very poor condition. The demand has also been light. Quotations are from 35 to 40c, according to quality.

BARLEY.

Only a few loads have been received during the week, which sold at from 40 to 45c per bushel.

FLAX SEED.

A few loads of flax seed, very good quality, has been brought to market. It is worth \$1 per bushel.

FLOUR.

The price of flour remains unchanged at \$3 to \$3.20 for patents; \$2.50 to \$2.60 for xxxx or strong baker's; \$2 to \$2.10 for baker's; \$1.50 for trader's or xx.

BRAN

Is in light demand. The price remains at the old figure of \$11 per ton.

SHORTS

Are also in light demand. Quotations are \$13 to \$14 per ton.

CHOPPED FEED

Remains at the old figure of \$28 per ton. The demand has been fair.

POTATOES

Are temporarily scarce, owing to the bad state of the roads making it impossible for farmers to get to market. Better roads will reduce the price again, but now they are held at \$1 per bushel.

BUTTER

There is a fair demand for butter, and the stock held is not heavy. Creamery is worth 30 to 32c; choice dairy, 25c to 28c; low grades 21 to 24c.

EGGS

Were scarce early in the week, but later on considerable quantities reached the city. They are worth 25c per dozen.

MEATS.

There has been a fair demand for meats consequent upon the supply required for the west. Quotations are: Hams, per pound, smoked, 15½c; bacon, dry salt, 14½c; long clear smoked, 15 to 15½c, spiced roll, 15½c, mess pork, steady at \$25.50, with good demand, mess beef, firmer at \$18.50.

MINNEAPOLIS.

The business for the week has been fairly up to the average in the amount of transactions, but prices of grain, especially wheat, have tended downward. On Tuesday the market was quiet. The business of the day is represented by the following quotations:

WHEAT, No. 1 hard, \$1.09 to \$1.10½; No. 1 98c to 1.06½; No. 2 hard, \$1.04 to \$1.06½.

CORN, No. 2 48½c to 49c; no grade, 45 to 47c.

OATS, No. 2 white, 40 to 41c; No. 2 38½ to 39c; rejected, 36 to 38c.

FLOUR, patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.25; clears, \$5.25 to \$5.45.

On Wednesday there was a firmer feeling in the wheat market, but trading was dull, sellers holding back, apparently looking for an advance. The following quotations represent the business of the day:

WHEAT, No. 1 hard, \$1.10 to \$1.10½; No. 1, 98c to \$1.07; No. 2 hard, \$1.05 to \$1.07.

CORN, No. 1, 49 to 49½c; no grade, 45 to 48c.

OATS, No. 2 white, 40 to 41c; No. 2, 39 to 39½c; rejected, 36 to 38½c.

FLOUR, patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.25; clears, \$5.25 to \$5.40.

On Thursday the feeling in all kinds of grain was a little firmer, but movements both in receipts and sales were small. Sellers were not anxious to deal, evidently looking for further improvement. Buyers did not care to advance. The business of the day is represented by the following quotations:

WHEAT, No. 1 hard, \$1.10 to \$1.10½; No. 1, 98c to \$1.07; No. 2 hard, \$1.05 to 1.07.

CORN, No. 2 new, 49 to 49½c; no grade, 45 to 48c.

OATS, No. 2 white, 40 to 41c; No. 2, 39 to 39½c; rejected, 36 to 38½c.

FLOUR, patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.25; clears, \$5.25 to \$5.40.

A weaker feeling characterized the market on Friday, owing chiefly to want of buying orders for the day. Corn was handled cautiously and oats were steady. The following quotations represent the business of the day:

WHEAT, No. 1 hard, \$1.09 to \$1.10; No. 1, 97c to \$1.06; No. 2 hard \$1.04½ to 1.06.

CORN, No. 2, 49 to 50c; no grade, 45 to 48c.

OATS, No. 2 white, 40 to 41c; No. 2, 39 to 39½c; rejected, 36 to 38½c.

FLOUR, patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.25; clears, \$5.25 to \$5.40.

On Saturday the amount of business done was light, only fifteen cars being transferred. The receipts amounted to forty cars. The demand for wheat was not brisk, and declined slightly in price. The business of the day is represented by the following quotations:

WHEAT, No. 1 hard, \$1.09 to \$1.09½; No. 1, 98c to \$1.06; No. 2 hard, \$1.05 to \$1.06.

CORN, No. 2, 49 to 50c; no grade, 45 to 48c.

OATS, No. 2 white, 40 to 41c; No. 39 to 39½c; rejected, 36 to 38½c.

FLOUR, Patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.25; clears, \$5.00 to \$5.40.

CHICAGO.

The market for the week has fluctuated considerably, owing to varying reports from different parts of the country as to the state of the crops. On Tuesday wheat was moderately active and stronger, the decline of some days previous being considerably recovered. Corn was active but unsettled, and there was a marked improvement in oats. There was a good demand for hog products. Quotations towards the close of the day's business were:

Wheat, April, \$1.00½ May, \$1.05½

Corn, " 48½ " 53½

Oats, " 35 " 42½

Pork, " 18.00 " 18.15

Lard, " 11.25 " 11.35

On Wednesday the market was active and a general steadier feeling prevailed. Wheat was firmer and advanced slightly over Tuesday's

prices. Corn was also strong, but oats were inclined to be on the dull side. Provisions were active and offerings free. Quotations towards the close were:

Wheat, April, \$1.00½ May, \$1.05½

Corn, " 49½ " 54½

Oats, " 39 " 42½

Pork, " 18.05 " 18.15

Lard, " 11.32½ " 11.37½

The markets on Thursday were active, but very irregular. Grain advanced in price, and there was some reason to suspect manipulation of both wheat and corn. Provisions were rather dull. Quotations towards the close were:

Wheat, April, \$1.01 May, \$1.05½

Corn, " 49½ " 54½

Oats, " 39½ " 43

Pork, " 18.00 " 18.10

Lard, " 11.30 " 11.35

On Friday wheat was stronger, and the market was generally active. Corn and oats advanced considerably during the day. Provisions remained about the same. Quotations towards the close were:

Wheat, April, \$1.01½ May, \$1.06

Corn, " 50½ " 54

Oats, " 40 " 43½

Pork, " 18.00 " 18.15

Lard, " 11.30 " 11.37½

On Saturday business was quiet. Quotations towards the close were:

Wheat, April, \$1.01½ May, \$1.15½

Corn, " 49 " 53½

Oats, " 38½ " 42½

Pork, " 17.92½ " 18.05

Lard, " 11.30 " 11.35

TORONTO.

STOCKS.

Business on the Stock Exchange has been light and not characterized by any special features. On Wednesday the closing bids were as follows: Montreal, 201½, with dividend, ex-dividend, 198; Ontario, 114; Molsons, 121½; Toronto, 186½; Merchants, 124½; Commerce, 134½; Imperial, 131½; Federal, 159; Dominion, 202½, with dividend, ex-dividend, 199; Standard, 115; Hamilton, 113½; North-west Land Company 72½; Ontario and Qu'Appelle, 196.

GRAIN AND PRODUCE.

The market has been characterized by considerable inactivity. Offering has been light and holders firm, with buyers seeking concessions. It is not expected that there will be any active movement until the opening of navigation.

FLOUR]

Has been weak and declining. There has, however, been a generally fair demand. Quotations, f. o. c., are: Superior extra, \$4.40 to \$4.45; extra, \$4.30 to \$4.35.

WHEAT

The market has been inactive and prices lower. Holders seem to be set in waiting for the opening of navigation. Quotations, f. o. c., are: Fall wheat, No. 1, \$1.00 to \$1.01; No. 2, 98 to 99c; No. 3, 95 to 96c; spring wheat, No. 1, \$1.05; No. 2, \$1.02 to \$1.03; No. 3, \$1 to \$1.01.

OATS

Have been scarce and firm during the week. Good Canadian quoted at from 46 to 47c, f. o. c. Street prices are from 49 to 50c.

BARLEY.

Prices have had a tendency to decline during the week. Higher grades improved a little towards the close. Inferior qualities are almost unsaleable. Quotations are: No. 1, 72 to 73c; No. 2, 70c; extra No. 3, 60 to 61c; No. 3, 50 to 51c.

BUTTER.

There has been considerable shipping demand

for eastern points. Prices have been low, and not much prospect of immediate improvement. Choice is somewhat scarce and firm at 20 to 21c; rolls, 18 to 20c; poor to fair medium, 14 to 16c; culls, 10 to 12½c.

MEATS

Have been inactive and prices unchanged, although there is a slightly easier feeling in bacon. Quotations are: Mess pork, \$21.50 to \$22.00; bacon, long clear, 11c; Cumberland, 10c; rolls, 12½ to 13c; bellies, smoked, 14; pickled, 16c; hams, smoked, 13½c; pickled, 12c.

Markets by Telegraph.

Special Despatches to the Commercial:

STOCKS.

TORONTO, April 16.—Stocks were more active but prices unsettled and closing at a rise on nearly all: Closing bids were: Montreal, 201, sales at 201½; Molsons, 123; Toronto, 189½; Merchants, 124½; Commerce, 134; Imperial, 142½; Federal, 161½; Dominion, 199½; Ontario, 115; ex. div. Standard, 116; North-west Land, 74; Ontario, and Qu'Appelle, 194.

GRAIN AND PRODUCE.

TORONTO, April 16.—Flour and grain rather firmer. Flour has sold equal to \$4.45 for guaranteed superior extra, and \$4.52½ paid for May delivery, but no guaranteed offered lower. Bran is very scarce at \$16 bid. Oatmeal scarce, cars held at \$5.25. Wheat recovered; large sales of No. 2 fall at \$1.00 to 1.01, the latter being refused to-day; spring is worth \$1.06 for No. 1, and \$1.03 to \$1.04 for No. 2. Oats, scarce at 45c for eastern and 47c for western. Barley weak and neglected, sales of No. 1 at 71 to 72c; No. 2 is worth 69 to 70c; lower grades nominal. Peas and rye quiet and unchanged. Seeds firm, clover, \$8.75 to \$9, and scarce. Butter, quiet, choice steady at 20 to 22c. Eggs, abundant at 14c. Meats, steady, round lots of Cumberland sold at 10c; long is worth 11c in lots.

MINNEAPOLIS, Monday, April 16.

WHEAT, No. 1 hard, \$1.09½ to \$1.01; No. 1, 99c to \$1.06; No. 2 hard, \$1.05 to \$1.06.
 CORN, No. 2, 49½ to 50c; no grade, 46 to 49½c.

OATS, No. 2 white, 40½ to 41c; No. 2, 39 to 39½c.

FLOUR, Patents, \$6.50 to \$6.90; straights, \$5.50 to \$6.25; cleats, \$5.25 to \$5.40.

CHICAGO, Monday, April 16.

Wheat	April,	1.04½	May,	1.06½
Corn,	"	52½	"	54½
Oats,	"	42½	"	43½
Pork,	"	18.05	"	18.15
Lard,	"	11.32½	"	11.37½

MILWAUKEE, April 16.

Quotations for wheat to-day, \$1.03½ for April; \$1.06 for May; all closed strong.

LIVERPOOL, April 16.

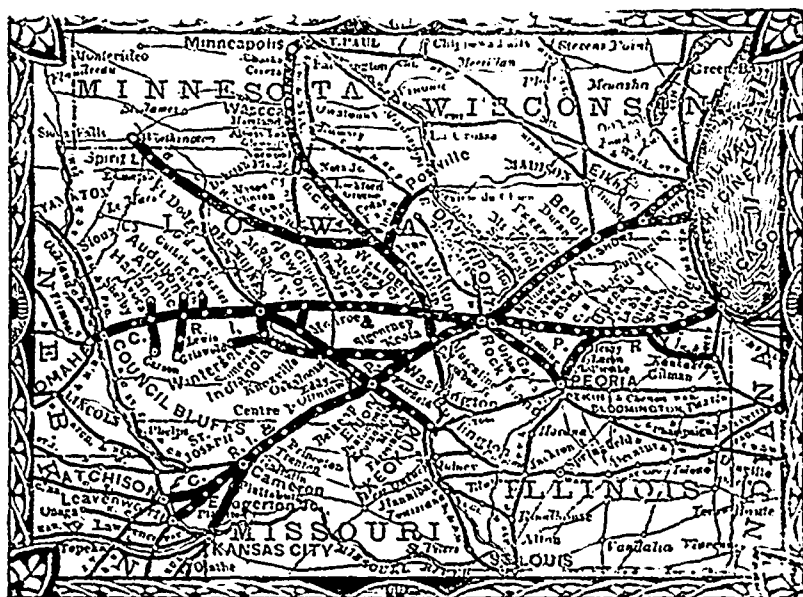
Wheat is steady but quiet; corn firmer at 6s. 6½d. per cwt.

WEST LYNNE.

About 40,000 bushels of flax seed were marketed in West Lynne during the past season, the price paid being from 80c to \$1 per bushel. J. & J. Livingston are the principal dealers here, and have gone to considerable expense in providing the best quality of grain for seeding purposes.

The by-law granting a \$50,600 bonus towards the building of the combined railroad and traffic bridge between this town and Emerson was passed at a public meeting last week. No poll was demanded, and the by-law was accordingly declared carried.

Business in the town is steadily improving, and it is expected trade will be good this season.



ALBERT LEA ROUTE.

The favorite route from the North to Chicago and the East. Chicago fast express leaves Minneapolis at 6.30 P. 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.

J. F. McFARLANE, Gen. Northwestern Agent, WINNIPEG, MAN.



MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on 18th May, 1883, for the conveyance of Her Majesty's Mails, on a proposed contract for four years, once per week each way, between Birtle and Rossburn, via Toddburn, from the 1st July next.

The conveyance to be made in a suitable vehicle. The Mails to leave Birtle every Wednesday at 6.30 a. m.; arrive at Rossburn at 12.30 p. m. Leave Rossburn same day at 2.30 p. m.; arrive at Birtle at 8.30 p. m. Or, if more suitable to the parties tendering, the arrival and departure may be as follows: Leave Rossburn every Wednesday at 6.30 a. m.; arrive at Birtle at 12.30 p. m. Leave Birtle same day at 1.30 p. m., and arrive at Rossburn at 7.30 p. m.

Printed notices containing further information as to conditions of proposed contract may be seen, and blank forms of Tender may be obtained at the Post Offices of Birtle, Toddburn and Rossburn, or at the office of the subscriber.

W. W. McLEOD,
 P. O. Inspector.

POST OFFICE INSPECTOR'S OFFICE,
 Winnipeg, 29th March, 1883.



MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on 18th May, 1883, for the conveyance of Her Majesty's Mails, on a proposed contract for four years, once per week each way, between La Broquerie and Winnipeg, from the 1st July next.

The conveyance to be made in a suitable vehicle via Clearsprings, St. Anns, Loretta and Prairie Grove.

The Mails to leave Winnipeg every Friday at 8.30 a. m., and arrive at La Broquerie at 7.30 p. m. Leave La Broquerie every Saturday at 6.00 a. m., and arrive at Winnipeg at 5.00 p. m. Or, if more suitable to parties tendering, the arrival and departure may be as follows. Leave La Broquerie every Friday at 6 a. m., and arrive at Winnipeg at 5 p. m. Leave Winnipeg every Saturday at 8.30 a. m., and arrive at La Broquerie at 7.30 p. m.

Printed notices containing further information as to conditions of proposed contract may be seen, and blank forms of Tender may be obtained at the Post Offices of La Broquerie, Clearsprings, St. Anns and Winnipeg.

W. W. McLEOD,
 P. O. Inspector.

POST OFFICE INSPECTOR'S OFFICE,
 Winnipeg, 29th March, 1883.



MAIL CONTRACT.

SEALED TENDERS, addressed to the Postmaster General, will be received at Ottawa until noon, on 18th May, 1883, for the conveyance of Her Majesty's Mails, on a proposed contract for four years, six times per week each way between St. Boniface and Winnipeg, from the 1st July next.

The conveyance to be made in a suitable vehicle. The Mails to leave Winnipeg daily, Sunday excepted, at 7 a. m., and arrive at St. Boniface at 7.20 a. m. Leave St. Boniface same days at 6 p. m., and arrive at Winnipeg at 6.20 p. m.

Printed notices containing further information as to conditions of proposed contract may be seen, and blank forms of Tender may be obtained at the Post Offices of St. Boniface and Winnipeg, or at the office of the subscriber.

W. W. McLEOD,
 P. O. Inspector.

POST OFFICE INSPECTOR'S OFFICE,
 Winnipeg, 29th March, 1883.

Manitoba Steam Coffee and Spice Mills.

G. N. SCOTT & CO.

IMPORTERS, MANUFACTURERS AND WHOLESALE DEALERS IN

Coffees, Spices

MUSTARDS AND GROCERS SPECIALTIES.

Roasting and Grinding for the Trade.

Telephone Communication. P. O. 935 Winnipeg.

TRAILL, MAULSON & CLARK,

EXPORTERS OF

Grain, Flax-Seed, Flour,

ETC., AND

General Commission Merchants.

WINNIPEG, MANITOBA.

JAMES ROBERTSON & CO.,

—IMPORTERS OF—

TINSMITHS AND PLUMBERS' SUPPLIES

AND GENERAL

METAL MERCHANTS.

11 McWILLIAM ST., EAST,

WINNIPEG.

JAS. TREES, Manager.

WHOLESALE ONLY.

R. JAMES BANNATYNE

ANDREW STRANGER

BANNATYNE & CO.

(SUCCESSORS TO A. G. B. BANNATYNE)

WHOLESALE GROCERS

AND DEALERS IN

Provisions, Wines & Liquors.

MAIN 383 STREET, WINNIPEG, MAN.

BALFOUR & FRASER

MANUFACTURERS & DEALERS IN ALL KINDS OF

Oak, Dimension Timbers,
Sleigh Material, Bent
Stuff, etc. etc.,**Bridge & Ship Timber
a Specialty.**Bridges Built on short notice. Plans
and estimates furnished on Application
P. O. BOX 32. EMERSON, MAN.**ON HAND
White Lime, Barley & Potatoes.**

FOR SALE LOW.

B. V. MILLIDGE,
324 Main St., Corner Sutherland St., Winnipeg.

STEEL CUSHIONED

BILLIARD TABLES.**SAMUEL MAY,
MANUFACTURER,****W. O. ANDREW**Sole Agent for Manitoba and the North West
Territories.P. O. Box 1012, or Room 32 Club Chambers,
Winnipeg.

W. R. LANGRIDGE.

A. McD. WILSON.

LANGRIDGE & WILSON,**WHOLESALE
DRUGGISTS,****PRINCESS ST.**

Between McDermott & Bannatyne,

WINNIPEG.

SEND FOR QUOTATIONS.

John Woodley & Co.,**PALE ALE AND PORTER
BREWERS.****BRITISH BREWERY,**

St. Paul and Winnipeg.

Brewers of High Class

English Burton Pale Ale,
London Porter and
Dublin Stout.**JOHN CASSIDY & CO.,**
MONTREAL.

IMPORTERS OF

China, Glass and Earthenware,

A. C. BEACH, Agent.

15 McDermott Street Winnipeg.

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

GOING EAST.

Express trains leave Minneapolis at 1:00 p.m. and 8:00
a.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 Sun
day) 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 run-
ning 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
10 a.m. and 3:30 p.m.**St. Paul, Minneapolis & Manitoba.**

SOUTHEASTWARD.

Express leaves St. Vincent at 11:15 p.m., and 11:50 a.m.
arriving at St. Paul at 9:20 p.m. and 8:10 a.m. the
day following, making close connections with trains
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.

Michigan Central.

EASTWARD.

Express trains leave Chicago at 6:45 a.m., 9:00 a.m.
3:30 p.m., 5:15 p.m. and 9:10 p.m.; arriving at Detroit at
6:15 p.m., 6:30 p.m., 11:40 p.m., 4:35 a.m. and 8:00 a.m.All trains make close connection at Detroit with the
Great Western and Canada Southern for points east,
through sleepers being attached.

WESTWARD.

Express Trains leave Detroit at 7:00 a.m., 9:30 a.m.,
8:00 p.m. and 9:50 p.m.; arriving in Chicago at 6:50 p.m.,
7:40 p.m., 7:30 a.m. and 8:00 a.m.These trains take the through sleepers from Great
Western, and Canada Southern, and make close connec-
tion at Chicago with the trains of other roads.

Dining car on trains for Breakfast and supper.

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guaranteed in all kinds of work.

Canadian Pacific R'y Co.



(WESTERN DIVISION)
TRAIN SERVICE.

CHANGE OF TIME

On and after April 1st, 1883, Trains will move as follows:

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

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

8.25 a.m.	leave Winnipeg	arrive 4.10 p.m.
9.45 "	arrive Stonewall	leave 2.30 "

Daily except Sundays.

Going South.		Going North.	
Leave	Winnipeg	Arrive	
7.35 a.m.	*7.35 p.m.	10.35 a.m.	7.00 p.m.
	Otterburn.		
8.50 a.m.	8.50 p.m.	5.20 a.m.	5.50 p.m.
	Emerson.		
10.25 a.m.	10.13 p.m.	4.05 a.m.	4.40 p.m.
	St. Vincent.	Leave	
10.40 a.m.	10.23 p.m.	3.45 a.m.	4.20 p.m.

‡ Daily.
‡ Daily except Saturdays.
† Daily except Mondays.

SOUTHWESTERN BRANCH.

Going South.		Going North.	
Lv. 7.50 a.m.	Winnipeg	8.50 p.m.	4.30 p.m. Av.
" 11.40 "	Morris	4.45 "	12.25 "
Ar. 1.55 p.m.	Gretna	2.30 "	Lv.
" 5.00 "	Manitoba City		7.35 a.m.

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

SPECIAL NOTICE.

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

Trains move on Winnipeg time.

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W. C. VAN HORNE, Gen. Manager.
WM. HARDER, Asst Traffic Manager.

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CITY OF LONDON of England..... 1,000,000

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SEALED Tenders, marked "Tenders for Swan River Barracks," and addressed to the Honorable the Minister of the Interior, Ottawa, will be received up to noon on TUESDAY, the 15th of MAY, 1883, for purchase of the N. W. Mounted Police Barracks at Livingstone, about ten miles north of Fort Pelly, N. W. Territories, and six hundred and forty acres of land in connection therewith, including the land on which the Barracks are erected.

An accepted Canadian Bank cheque for an amount equal to ten per cent. of the total amount tendered for the buildings and land must accompany each tender, and the amount will be forfeited if the party tendering fails to pay the balance of the purchase money within sixty days after the acceptance of the tender.

The Department does not bind itself to accept the lowest or any tender,

LINDSAY RUSSELL,
Deputy Minister of the Interior.

FRED. WHITE,
Comptroller, N. W. M. Police.
Ottawa, February 19th, 1883.

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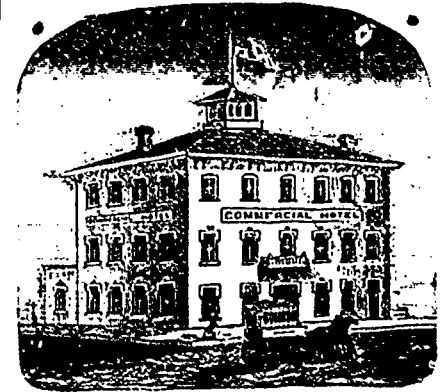
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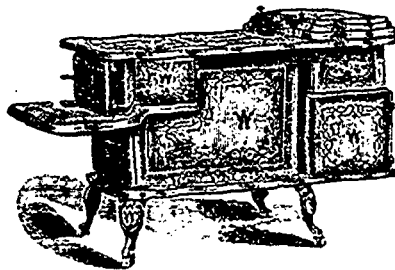
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