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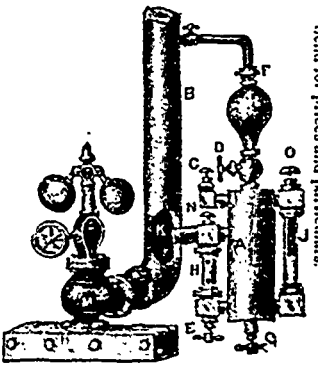
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# The Commercial

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

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

VOL. II.

WINNIPEG, SEPTEMBER 9, 1884.

NO. 50

## The Commercial

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

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WINNIPEG, SEPTEMBER 9, 1884.

S. HERSBERG, hotel, Winnipeg, is giving up business.

R. J. FORDE, miller, Stonewall, offers to dispose of his business.

MCDOWELL & SHANNON, general store, Rapid City, have dissolved partnership.

BARTLETT & THOMPSON, dry goods, Portage la Prairie, have dissolved partnership.

T. T. ATKINSON, general store, Brandon, has admitted J. Nanton into partnership.

BANNATYNE & Co., wholesale grocers, Winnipeg, are about to dissolve partnership.

SMITH & BUNN, printers, Winnipeg, have dissolved partnership. Mr. Bunn retires.

GEORGE D. BELL, agent, Brunswick Hotel, Winnipeg, has sold out to J. A. Cowan & Co.

HUNT & RANCE, hotel, Manitou, have dissolved partnership. The business will be continued by Mr. Rance.

THE Ogilvie elevator at Mianedosa is now being rapidly constructed, and is expected to be completed by the 15th of October.

THOMAS CAIRNS, brewery, Portage la Prairie, has admitted T. E. Mardock into partnership.

PARKINSON & MILLER, general store, Shoal Lake, have dissolved partnership. The business will be continued by Mr. Parkinson.

STEWART & WOOTON, general store, Prince Albert, have dissolved partnership. The business will be continued by William and John Stewart.

THE surveyors have located the line of the M. & N. W. R. to within a few miles of Birtle. Whether it will run through the town is a question.

J. P. DILL & H. Cross, general merchants, Wolsley, N.W.T., have dissolved partnership. J. P. Dill continues. Their dissolution is advertised in another column.

TODD & ARMSTRONG, Winnipeg Bottling Co., Winnipeg, have dissolved partnership. The business will be continued by Mr. Todd, who has taken in a new partner.

SAMUEL McCLELLAND, left on Thursday for Fargo. He was formerly agent for the Northern Pacific and is now travelling agent for the Fargo Southern which is practically a branch of the Milwaukee and St. Paul which extends as far north as Fargo, but the day is not far distant when it may reach the boundary line, or even the city of Winnipeg.

THE Postal Savings Bank system is gradually extending in Canada. The total number of postal savings banks is now 343, an increase during the fiscal year of 43. The number of new accounts opened during the year was 26,562, and the total number of accounts standing open at the end of the year was 66,682. The system was established in Canada in 1868, and from that year until 1874 there was a yearly increase in the amount on deposit. In that and the three following years the hard times in Canada as well as in the United States, forced many depositors to withdraw their money from the bank, and in 1877 the amount on deposit was but \$2,639,937. Since that year there has been a steady and rapid increase, and on June 30 the amount on deposit was \$13,245,553. The average amount to the credit of each depositor at the close of the year was \$198.63. During the past year the amount deposited reached \$6,444,439.

CAMERON & LARKIN, lumber, Brandon, have dissolved partnership. The business will be continued by Charles A. Larkin.

THE British labor market, as reported by the London *Labour News* of August 16, reports things unsettled by reason of some small strikes still continuing, but they were not of a very serious nature. The colliers of South Staffordshire, as a body, threatened to remain idle for an indefinite period rather than submit to a reduction in wages. The Staffordshire ironworkers also declined to accept the masters' reduction. The Sunderland engineers were still out, and about 1,000 men were on strike at Glasgow. There was a short revival in the ship-building industries in some Scotch yards, and the building trades generally were brisk. The joiners' strike at Bradford was ended by the men returning to work at the employers terms. Railway building continued brisk, as also harvesting operations. Emigration continued slack.

THE Chicago *Northwestern Lumberman* of August 23, reports many signs of activity, and says that indications point to an early enlargement of business. As was expected, the meeting of manufacturers at Chicago did not succeed in agreeing on any general shutting-down movement, and matters remained in the same shape as before the meeting. In the Northwest the crop question was about settled, and the effect of an assured corn crop was already felt in Missouri, where farmers were beginning to plan for building, and lumber distribution was assuming considerable activity. From most of the prairie states, and also from Indiana and Ohio, the reports of low stock was general, and it was expected that when the farmer began to buy there would be an immediate demand for supplies from the retail yardmen, which, though not sufficient to produce a boom, was sure to induce a brisk trade in all the coarser kinds of lumber. In the east there was a degree of increase in trade, and prospects in New England were brighter. At Albany stocks in pile were large and shipments were fair. In New York city and Philadelphia the demand was well maintained, but in the interior of Pennsylvania, the stagnation in the coal and iron industries had a very depressing effect on the lumber trade.

## Business East.

## ONTARIO.

Moses Price, hotel, Corinth, is dead.  
 Wm. Burke, hotel, Toronto, is dead.  
 Jas. Griffin, shoes, Peterboro, is burned out.  
 Ontario Cabinet Co., Toronto, have assigned.  
 Thomas Coles, hardware, Parkdale, is burned out.  
 John Monteith, tobacco, etc., Kingston, is away.  
 Mrs. E. James, general store, Dunblane, is dead.  
 James Doherty, tobacco, etc., Dundas, has sold out.  
 Gavin Hume, hardware, Galt, has assigned in trust.  
 G. L. Howell, grocer, etc., St. Thomas, has assigned.  
 T. W. Todd, flour and feed, Parkdale, is burned out.  
 Malcolm McIntyre, grocer, Cornwall, has compromised.  
 W. E. Maghen, dry goods, Brantford, has moved to Paris.  
 E. Easterbrook, grocer, Hamilton, is gone out of business.  
 P. McGregor, general store, Moorefield, has assigned in trust.  
 Begg & Gunn, shoes, Stratford, have closed out their business.  
 A. Laing, grocer, Wyoming, advertises his business for sale.  
 Henry Ede, sash and door factory, Leamington, has sold out.  
 Wm. McCullough, livery, Orangeville, has moved to Dundalk.  
 R. & W. Woods, livery, Listowel, have sold out to Hay & Rolls.  
 A. H. Ellis, hardware, Ingersoll, advertises his business for sale.  
 Frank Cianciaralo, fruit, London, advertises his business for sale.  
 J. A. Naftel, hardware, Goderich, has held a meeting of creditors.  
 Trotter & Carsar, dentists, have dissolved; each continues alone.  
 A. S. Stezaker, general store, Sparta, has sold out and is away.  
 J. C. Pringle, hotel, Dundalk, has sold out to Wm. McCullough.  
 A. McCabe, general store, Cookston, has sold out to Alex. Webster.  
 J. D. Trenaman, foundry, Creemore, has sold out to McMecking & Wood.  
 R. N. Taylor, of the firm of R. N. Taylor & Co., drugs, Hamilton, is dead.  
 McBurney & Co., mills, Toronto and Gravenhurst. Their Gravenhurst mill is burned.  
 Wintemute, Ferguson & Co., Cayuga, have dissolved partnership. Wintemute Brothers continue.  
 Sloan, Jardin & Mason, wholesale grocers, Toronto, have dissolved. Alex. Jardin retires and style changed to Sloan & Mason.

## QUEBEC.

John Cunningham, saloon, Montreal, is dead.  
 Patrick Donahan, grocer, Montreal, is dead.  
 Israel Lemay, hotel, Vallegfield, has assigned in trust.  
 Solomon Labonne, baker, LaPatric, is removing to Scotstown.

A. E. Quay, general store, St. Jerome, advertises his business for sale.

J. A. Maurico & Co., general store, Chambly Basin, have assigned in trust.

O. H. Granger & Bros., groceries and crockery, St. John, are burned out.

C. H. Anderson, grocer broker, Montreal, has admitted J. A. Moir as partner and changed style to John A. Moir & Co.

## NEW BRUNSWICK.

Whittier & Hooper, grocers, Fredericton, have dissolved. Whittier continues.

## An Immense Tin Deposit.

The *American Mail* says: If the reports of the discoveries of tin at the Black Hills, in Dakota, are of a reliable character, as they certainly appear to be, the United States is destined to become the leading tin producer of the world.

The world's production of this metal last year amounted to 45,770 tons, about one-third of which was consumed in the United States. The countries which produce tin are those bordering on the straits of Malacca, in the East Indies, Australia and the Cornwall district in England. All tin in this country has been imported almost wholly from England and English colonies, but the recent discovery in the Black Hills will, if the statements made are correct, revolutionize the trade. According to Professor Bailey, the deposits there are so vast as to be able to supply the whole world for centuries.

The centre of the district which covers an area of twelve miles by seven or eight, is Harney Peak. The tin-bearing rock can be quarried from the surface instead of being followed underground, and he claims to have seen veins of it more than fifty feet in width which will average much better than the Cornish veins, where the ore has to be raised from a great depth at a heavy cost. Of the stream tin, which can be obtained by sluicing, and which will yield about fifty per cent. of pure tin, he speaks as follows:

"The stream tin alone is so abundant that all the companies that could possibly work it could go on for twenty years without exhausting it. Yet this is but the waste, you might say, of the main deposit—the mere scraps that water and frost have detached, a little bit at a time, from the great mass and source of the ore, which is Harney Peak, itself more than a mile high, and the surrounding tin-bearing rock, which, as I have already said, extends for miles. It is impossible to imagine this great body of ore ever being exhausted. As to profit, the richness of the ore compared with that of any other tin bearing district of the world settles that conclusively."

The first discovery of this deposit was made in the Etta mine, in Harney range, about the first of June, 1853, since which time discovery has been made at several localities of tin stone, the most important being that of Nigger Hill. Mr. Chapman, one of the owners of this mine, furnishes the following facts to a correspondent of the *Mining Review*:

The mineral was first noticed by Mr. Box, who, upon being shown a piece of heavy black

rock taken from the gravel of the creek, announced the fact that it was tin. Search was at once instituted for the ledge which had afforded such an abundance of the ore in the shape of stream tin, and which had been the bane of the miners ever since placer mining had been inaugurated in the gulch, its high specific gravity rendering it almost impossible to save fine gold in sluicing or washing without amalgamation. The stream tin is found usually as sand or small pebbles, though larger pieces have been found. One piece exhibited by Mr. Chapman weighs seventy-two ounces. The search for the ledge resulted in the discovery of a large vein, averaging over 100 feet in width, which has been traced for a distance of four miles. The enclosing rock of all the ore I have seen is orthoclase, the cassiterite being scattered irregularly through the mass in minute grains and crystals of considerable size. The country rock, through which the vein passes, from the description of Mr. Chapman I should judge to be a syenitic gneiss.

A large number of claims have been located on the vein, prominent among which are the Michigan, Lily, Rough and Ready and Giant. A curious fact has been demonstrated on one portion of the lead; the tin-bearing rock comes to an abrupt termination, and its place is taken by gold-bearing quartz, which continues for about 500 feet, when the tin ore as suddenly makes its reappearance, and, as far as is known, continues uninterrupted. A shaft has been sunk to a depth of thirty feet on the gold-bearing portion of the ledge, which prospects well. A tunnel, which was run to tap the vein on the Giant, after being driven a distance of 250 feet, and cutting several seams of ore—all of which, I believe, carry tin—encountered a vein, into which the tunnel has been extended 100 feet, the face still being in ore carrying tin.

The miners have made rude tests of their rock by pulverizing and concentrating by washing; the concentrated ore then being smelted in a blacksmith's forge, the results invariably being good. In one instance, forty pounds of rock were reduced to ten pounds, and a bar of metallic tin, weighing one pound, smelted from it. The process being rude, was necessarily very imperfect; as cassiterite carries about 75 per cent. of tin, the result should certainly have been more than 25 per cent. The main chain of mountains, constituting the axis of the Black Hills, has a general trend north-westerly and south-easterly, and as the tin mines of Nigger Hill are located near the northern extremity of these mountains, and the mines of these mountains, and the mines of Harney, near the southern end, it is reasonable to expect that other tin veins will be discovered along this range; indeed, tin has been discovered several miles north of Harney. Considerable development may be looked for in these mines during the coming summer.

THE French Society of Medicine lately received a box from Toulon containing dried cholera bacilli. It was followed by its scientific owner, who was about to give an explanatory lecture upon cholera. But upon undoing his bundle the members grew so visibly nervous that they could not help laughing at each other and the lecture had to be postponed.

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# The Commercial

WINNIPEG, SEPTEMBER 9, 1884.

## MANITOBA'S CREDIT.

The province of Manitoba is in much the same position at present as a young firm starting in what must eventually prove an extensive business, and its success depends to a great extent upon circumstances such as would tend to prosperity with such a firm. Like a new business enterprise, Manitoba must be jealous of its credit, and ready to make sacrifices to uphold the same, and must be watchful that the slander of opponents or enemies does not injure it.

That the credit of Manitoba has been greatly and unnecessarily injured during the past three years no one acquainted with its capabilities and reputation abroad will attempt to deny. In the first place it has been injured by the slanders of those who are jealous of its progress and brilliant prospects for the future. Injury from such a source is only to be expected, and had the province escaped in this respect it would have been a remarkable exception among now and progressive countries. Another class of enemies have greatly damaged the credit of this, namely, those who are interested in emigration to and settling up of other new countries. Like all other portions of this continent in want of settlers Manitoba must recruit from the overcrowded districts of Europe, and for pecuniary assistance to develop her resources, she must depend in a great measure upon the money centres of the Old World. In such markets she has not only to struggle against the slanders of parties interested in emigration to the United States, Australia and other countries, but has to contend with a bitter opposition from the eastern provinces of the Dominion, and even from those who would be indirectly benefitted by the prosperity of the province. Such opposition as this has a telling effect against Manitoba, and is all the more incomprehensible because of its suicidal tendencies, when viewed from a Canadian National point of view. The hope of Canada must lie in the rapid progress of the Northwest, and still a large section of the eastern Canadian press requires only a slight political or local consideration to array it against the best interests of the Prairie province, and

cause the publication of statements, often as untrue as they are injurious, and as misleading as they are unjust and ungenerous. It cannot be expected that the European capitalist will be prepared to invest with any freedom his funds in a country thus misrepresented to him. The average capitalist of that continent has but a hazy conception of the western portion of this one, and with its development from the Atlantic coast westward there has been so many bubble speculations, that the most casual report of an unfavorable character is to him a reliable note of warning, especially when it comes from those who should be interested in circulating reports of an opposite character. It need not be wondered at therefore, that in London and other European money centres, there are millions upon millions of dollars lying unemployed, and realizing little if any interest to their owners, which might be employed here in constructing railways, where a paying traffic await them, and furnishing other improvements which would yield 8, 10, and 12 per cent., and in some cases even higher returns.

After all such evils as above-mentioned cure themselves in time, though they may be a drag upon progress. But in Manitoba we can fully realize the truth of the words "A man's foes shall be they of his own household" and the worst enemies to the credit of Manitoba are those who live within her own boundaries. Mad reckless speculation accomplished its share of evil in this respect, and was well seconded by the suicidal anti immigration resolutions of a gathering of exasperated and unreasonable farmers. All these follies have had their influence in damaging the credit of the province to an extent, which will make recovery long and slow. But probably the most damaging blows have resulted from the rottenness disclosed in connection with the affairs of the city of Winnipeg. The carelessness or excessive good nature of the city's treasurer seems to have opened the gap through which irregularity, dishonesty and speculation has rushed like a flood. Contracts for great public undertakings have been awarded to unscrupulous and impecunious contractors, until scarcely an improvement which the city has received will bear the close inspection of a practical eye, although each and every one has cost far beyond its proper value. The different departments of the city's public

works have been made managers for the incompetent relations of aldermen to feed in, while the funds of the ratepayers have been left to the manipulation of a reckless and incompetent solicitor and an alderman whose sole recommendation to the citizens is that he is proprietor of one of the most prominent whiskey mills in the city. It may not be generally known, but it is a fact, nevertheless, that there are at least one-third of the members of our City Council for 1884, from whom the ingenuity of a sheriff would be powerless to collect twenty dollars, and whose dishonored paper can be purchased from a score of parties in this city for ten cents on the dollar. Such is the character of some of our city governors and officers, and their record is only what could be expected. Where incompetency was absent dishonesty was invariably present, and the few reliable men in power seem to have been powerless to accomplish any reform. When such facts are placed before distant capitalists, as assuredly they will, the effect they will have can be imagined if not clearly comprehended. Manitoba city town or municipal debentures will not be among the most popular investments in European markets, and should the city of Winnipeg be made a special sufferer, the apathy of its citizens and the incompetence and rascality of its rulers will have been the causes of its suffering. These men have not only played fast and loose with the funds of the ratepayers, but with the credit of the city and of the whole province of Manitoba.

## A GRAIN EXCHANGE.

A little over a year ago an attempt was made in this city to organize a grain and provision exchange, composed exclusively of members of the grain and provision trades, and the attempt was not altogether an abortive one, as an organization is now in readiness, requiring only the acquiring of a charter, and the arrangement of a few details of organization to make it ready for the wants of the city. That it did not develop into active life during last winter is probably one of the disappointments which resulted from the disastrous frost of the 7th of September 1883. Nevertheless the want of such an institution has been felt in this city during the past year, and with the coming to market of the crop of 1884, the necessity for its being organized and set in working order



becomes more apparent. Last year we had a crop of damaged grain, and but a small amount available for exportation. This year we have several millions of bushels for export, and a system of grain inspection is being established, which will prove a long step in the direction of organizing the grain business of the city. There is every prospect of pickled pork becoming during the coming winter a prominent product of the city, while the local supply of butter, cheese and other articles of provision is beginning to tell upon the wholesale market, and requires only some system of arrangement to effectually obviate the necessity for imports of such goods. In short the grain and provision trades have reached a point where the management of an exchange becomes a necessity. The city has a Board of Trade which is composed of business men from every branch, who are ready to guard the city's trade interests no doubt. But it is unreasonable to expect that men connected with other lines, such as hardware, dry goods or clothing, will take the time and trouble to study up the grain and provision trade, so that they may be competent to engage in their special management. The matter of grain inspection and the selection of an inspector is one that should be under the control of practical grain men, and not be left to men in other lines. In like manner, pork and cheese production is reaching such proportions that a system of inspection and grading will soon be necessary, and here, again, is work for a grain and provision exchange to manage such inspection. In fact every effort should be put forth to establish a recognized market for every product of this country, and it would be within the power of a properly organized exchange to accomplish nine-tenths of this work of market establishment. The days of selling from ox-team loads re past in Winnipeg, and other means must be adopted to overtake the growing demands of trade in local products.

In organizing a grain and provision exchange in this city there are several courses which might be adopted. It might be organized as an independent institution under a Provincial or Dominion charter, and stand clear of any other institution. There is every reason, however, for suggesting that it be organized as an auxiliary to the city Board of Trade, so that the Board could delegate

to it all its duties and privileges connected with the grain and provision trades. The example of some of our eastern Canadian cities go to prove, that the exchange would work best connected with the Board, for there are more than one instance where a union of a Board of Trade and a Corn Exchange have been found necessary after the two have existed for years as separate and independent institutions. The aim of keeping the trade interests of the city united is of itself an unanswerable argument in favor of the Exchange and the Board being connected.

It is to be hoped that an effort will at once be made to re-organize the somnolent but half formed Grain and Provision Exchange, and there can be no doubt but in a very short space of time it will prove one of the most useful institutions of Winnipeg.

#### LOCAL RAILWAYS.

The crying necessity for local railways seems to have attracted the attention of even the eastern conservative press, as will be seen from an editorial in the *Toronto Mail*, which our local contemporary the *Free Press* quotes in full in its issue of yesterday. Of course, the *Free Press* and the *Mail* cannot agree as to the causes which led to this sad lack of local railway facilities in our province, and it would be folly to attempt to reconcile them. It is well, however, that they agree upon the one point of value to this country, namely, the wisdom of making land grants to local railways unconditional, instead of at a price of one dollar an acre.

If it would not be unjust it would certainly be ungenerous, to criticise with any degree of severity the Government's action, or rather change of policy, in abolishing this dollar an acre tax upon local railway extension; at least it would be so on the part of a journal not bound to a political party. It is certainly a puzzling circumstance, that Northern Dakota has secured both settlers and railways, without a single acre of land being granted to the latter, north of the line of the Northern Pacific, and it would be too much of a meal of humble pie, to ask any Government of Ottawa, to admit that its own mistakes were responsible for all this. It would doubtless be nearer to the facts in the case, to attribute all delay in encouraging local railway construction to

that slowness to perceive the real wants of the Northwest, which exists at Ottawa, no matter what party may be in power. If, therefore, there is any inspiration in the *Mail* article, we may expect from Ottawa a vigorous local railway policy for Manitoba in the future. We have had anything but that of late, as even the huge gifts of the Dominion to the C.P.R. have been made upon terms, which would rather retard than assist local railway construction by that company, and their utter failure to construct one mile of railway in Southern Manitoba during 1883-4, should be proof, even to a Government in Ottawa, that more encouragement than now exists should be given to local enterprises.

That the abolition of the dollar an acre on local railway land grants would be the best means of encouraging their construction is without question. The local railways bill of last session, and other such proposed measures of relief have all been viewed with suspicion by people here. They are all suspected of being indirect blows at Provincial railway charters, which would place such undertakings beyond the right of sharing in advantages granted to Dominion chartered lines, and thus practically making the former useless. If the Dominion Government are in earnest about branch railway construction, they can allay all suspicions by simply abolishing this dollar an acre without conditions. It will simply raise the security offered by companies to capitalists from a second to a first mortgage upon the company's lands, and notwithstanding all the slanders that have been heaped upon the Northwest of late, we have no fear but capital will soon find its way in the country to be employed in local railway construction.

As to what has steadied branch railway construction heretofore, it will be idleness to talk should the Government follow the policy indicated in the *Mail*. That journal may blame the Grit press if it thinks that the best method of letting itself and the Government down easy, and the Grit press may take an opposite view if it suits. The action proposed is a wise one in the eyes of all who wish for prosperity in the Northwest, and when Sir John A. MacDonald's Government adopts it, we shall give them full credit for what they do, and try even to forget a little of their former tardiness.



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**C. H. GIRDLESTONE,**  
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## WINNIPEG MONEY MARKET.

With the opening of September there has been a little stir in monetary affairs throughout the city, at least in commercial circles. The fourth with its payments to be met caused a little ruffle on the formerly sluggish surface of affairs, and has brought a little more commercial paper into discount. As far as can be learnt the day passed over with scarcely an irregularity to record. Wholesalers, however, admit that the country demand for part renewals of proper falling due were much more numerous and heavy than for August or July. Still these have as a rule been cheerfully complied with, and banks have found no objections and still less difficulty in attending to all wants of this class. There has also been quite a share of new paper discounted, which has been readily received at the banks. Rates have not changed and are still 8 per cent. for first class paper, 9 to 10 for ordinary, and 10 to 12 for one same paper and scattering discounts. In loans on real estate mortgage, business has not shown much improvement, and very little is looked for for some weeks to come. A few good loans are likely to be made on city property during the present month, while business outside of that will be trifling in the city. The country is making very little demand now, and until the marketing of grain is fairly under weigh, and farmers begin to provide for their wants in the way of improvements. There can be no doubt, however, but a good business will be done in loans on farming property during the fall and winter. Rate of interests still range from 8 to 10 per cent., although some of the best loans will be made even at a lower figure during this month.

## WINNIPEG WHOLESALE TRADE.

The fall trade has been steadily developing in wholesale circles during the past week, and lines of business dependent upon seasons have been steadily growing more active. Travellers connected with every line of trade are now on the road, and returns from them if not as heavy as could be wished, have been on the whole satisfactory. Wholesalers are becoming reconciled to the belief, that the seasons business will be scattered, but are equally confident that the aggregate will be quite satisfactory. The reports of business done in August show that with scarcely an exception, the months sales show a liberal increase on those of the corresponding month of 1883. September may not show such results, owing to the extreme cautious buying of country dealers, but there is every reason to believe that the sorting orders of October and November will exceed in quantity the opening ones of the season. While the steady improvement in seasons goods is going on, there still exists a quietness in staple lines of every day consumption, and this is expected to continue during the greater portion of September. Lines connected with building operations are still active, and the city trade is now in a much more satisfactory state with these than it was during the summer months. Taken altogether, the sales of the week show a decided increase upon those of the preceding one, and the quantity of goods leaving for country points has

increased in proportion. Collections have still held slow, although a few encouraging reports have come in. Still the general report is, that money returns from the country are very light, and very little improvement in this respect is looked for for two or three weeks, or until grain begins to come into the different markets. Wholesalers seem to be quite satisfied with this state of affairs, especially as all report the collections of the summer months far better than could have been anticipated, and the amount of outstanding accounts now far less than they were a year ago.

## AGRICULTURAL MACHINERY.

The season for heavy implements is about over. Threshers are still in active demand, and dealers will have some difficulty in filling all their orders. Harvesters have been in urgent request during the past week, so much so that several houses in the city have been wiring all over the province for anything in this line not in use. Taken as a whole the season's trade has been very satisfactory to dealers. Ploughs are more enquired after, and when crops are secured trade in these is expected to be good. Collections are still slow.

## BOOTS AND SHOES.

Trade in this line is active. Fall goods are going out in large quantities. Country merchants seem to be getting over their hesitancy, and are ordering freely. Collections are highly satisfactory.

## CLOTHING.

A decided improvement is apparent in this line during the week. The volume of sales have been large and orders numerous. Wholesale merchants express themselves satisfied with the situation. Collections are a trifle slow.

## CROCKERY AND GLASSWARE.

There is nothing new to report on the situation in this line. Trade is still a little slow; merchants are, however, hopeful, and are confident that a good trade will be transacted in the near future. Collections are reported fair.

## DRUGS AND CHEMICALS.

This line is not so much affected by changes as some others. A fair, steady trade is being transacted, and the total of the week's sales make a very respectable showing. Collections are fair.

## DRY GOODS.

Business is still rather slow in this line, due to the extreme condition of country merchants who still hesitate to order goods, save for immediate wants, and it is evident that heavy stocks will not be carried for some time to come. Orders are numerous but for the above reasons. As a rule they are not for large quantities. Collections are slow.

## FISH AND POULTRY.

Lake Winnipeg is commencing to supply the city with white fish. Arrivals are free, and in fine condition. Lake Superior trout are on the market in fair quantities, and prices are: white fish 8c, and trout 10c, in round lots. Game is still in good supply although the market has not been glutted as has been the case the past few weeks. Poultry are scarce and

prices are firm at 50 to 55c for spring chickens per pair, and fowl range from 40 to 50c each.

## FANCY GOODS AND SMALL WARES.

Business in this line continues steadily improving. Orders are coming in freely, and the week's sales have been very satisfactory to wholesale merchants. Collections are good.

## FRUIT.

The demand for fruit continues exceedingly active, especially in apples which are arriving in fine condition and of excellent quality. Prices are steadily declining as the season advances as the crop in the east was never better, and values range from \$4.50 to 5.50 per barrel, according to variety and quality. California fruits are unchanged and prices are: pears \$6.50 to \$7; plums \$3.25 to \$3.75, and white grapes \$8.50 a crate; tomatoes are \$3.50 per basket; watermelons 80 to 90c each. Dried fruits are unchanged.

## FUEL.

There is no change to report in the fuel market. Agents are canvassing the city for orders for western coal, which is being contracted for at \$7.50 per ton delivered; round lumps are offered at somewhat less than the above quotation. Wood is in fair supply and prices are: tamarac \$5 to \$5.50, and poplar \$4.25 to \$4.50.

## FURNITURE.

The wholesale trade is still rather quiet. Retailers report a fair business and the expectation is that in a few weeks trade will be active. As stocks are light in dealers hand and will have to be replenished soon. Collections are fair.

## HARDWARE AND METALS.

There is no change to report in this line, trade is still fairly good, especially in heavy goods. Stoves are being shipped freely to the country, the fall and winter trade in which, is expected to be heavy. In collections the report is not quite so favorable this week. There is no change in values and quotations are: Tin plate IC, 14x20, \$6.50 to 7.00 a box; IC, 20x28, \$13 to 13.50; Canada plates \$4.35 to 4.50; sheet iron, 28G, \$4.75 to 5.25 per 100 lbs; iron pipe, 40 to 50 per cent. off list price; ingot tin, 25 to 29 per lb.; pig lead, 6 to 6½c; galvanized iron, No. 28, 7½ to 8½c, according to quality; bar iron \$2.95 to 3.15 per 100 lbs; cut nails, 3.60 to 3.80.

## LEATHER AND FINDINGS.

Trade in this line during the week has been fair. Orders are coming in fairly well, there is still, however, room for improvement. Collections are fair, values are unchanged, and quotations are: Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 85c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

## LUMBER.

Business in the lumber trades continues very active. The local demand shows no abatement, and shipments to western points along the C.P.R. have been large throughout the week.

It is still impossible to give correct quotations, each dealer evidently is selling to suit himself.

#### SADDLERY AND HARNESS.

Trade in this line has been good during the week. Orders from the country have been numerous, and shipments to the end of the track west have been heavy. Altogether, the week's trade has been very satisfactory to wholesalers. Collections are reported good. Prices are unchanged and quotations are: Harness leather, 33 to 36c per lb; collar splits, 27 to 33c; sheep skins, \$7.50 to 11.50 per doz., according to quality.

#### STATIONERY AND PAPER.

Trade in this line is still slow, much more so than dealers would wish. A few weeks of good weather for harvesting operations would improve the situation in this as well as in other lines. Collections are fair.

#### GROCERIES.

Business in the grocery line has been rather slow during the week, which may be attributed to farmers being actively employed in the harvest field. Teas are somewhat higher than last week; holders in all trade centres anticipate an early advance on account of the war in China. Values of sugars on the contrary are steadily declining, and quotations are: Yellows, 63 to 7c, granulated 8½c, and Paris lumps 9½c. Coffees, Rios, 14 to 17c; Java 21 to 24c; Jamaicas, 17 to 20c, and Mocha 30 to 34c. Tea, Moyo-gun powder, 25 to 70c; new seasons, 60 to 78c; Japans, 20 to 45c, new seasons 35 to 50c; Congous 24 to 70c; new seasons 50 to 55c, Syraps, single crown, \$2.50, and triple crow \$2.75 per keg.

#### PAINTS, OILS AND COLORS.

The improvement noted in our last issue in this line still continues. Orders from the country are coming in freely and the local demand is also more active. Collections are reported fair. Prices are unchanged and quotations are: Linseed oil raw, 70c per gal; boiled, 73c; seal oil, steam refined, \$1.10; no pale or straw seal in the market; castor, 15c per lb; lard, No. 1, \$1.30 per gal; olive, \$1.50 to \$2, according to quality; machine oils, black 30c; oleine 50c; fine qualities 65c to \$1. Coal oils, Headlight 27c; water white 33c. Calcined plaster, \$4.50 per bl; Portland cement, \$6; white lead, genuine, \$8.00; No. 1, \$7.50; No. 2, \$7. Window glass, first break, are quoted at \$2.75.

#### WINES AND SPIRITS.

Business is still slow. Dealers do not look for much improvement until harvesting operations are completed, when trade in all branches will improve rapidly. Collections are as good as could be expected. Quotations to jobbers and purchasers of quantities are Hennessy's one star, \$13 to \$14; in wood, \$1.50 to \$2.00 per gallon; Martel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Louis Freres, in cases, qts, \$9; flasks, two dozen in a case, \$11; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, flasks, \$5; Gin, \$9. Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green \$3.50 to \$6.50; cases, Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booth's, in

cases, quarts, \$5.50; Scotch whisky, Ram-say's in wood, \$3.50 to \$4.00; Coal-Isa Is'ay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, \$10.50. Irish whisky, John Jameson & Sons, in wood, \$3.50 to \$4; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.75 to \$4.00 per gallon. Cham-pagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moët & Chandon, quarts, \$27; pints \$29; G. H. Mumm, quarts, \$28; pints \$30; Piper He'd-scick, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$22. Saerry from \$2.50 to 8.00 per gallon, according to quality and brand; ports \$2.50 to 7.00, according to quality and brand; claret in cases \$5.00 to 7.00; Bass's ale in quarts \$3.50 per doz; pints \$2.25; Guinness' porter in quarts \$4.00; pints \$2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.55 to 2.25 per gallon; 65 o. p. rectified, in wood, \$3.52; W. F. L. five-year-old, \$2.50 per gallon cases, quarts, \$7.50; flasks \$8.50.

## THE MARKETS.

### WINNIPEG

#### GRAIN AND PROVISIONS.

There is no change to note in the grain situation. Receipts of new have not made their appearance, and old wheat is practically out of the market. Consequently quotations cannot be given, and to speculate about future prices is not wise. Provisions are in active demand at unchanged values.

#### WHEAT.

No receipts of new have as yet come to market, consequently quotations cannot be given, but the supposition is that prices will open about 75 to 80c.

#### OATS

are still in fair demand at 40 to 45c in round lots. Stocks are running low in the city, and holders are firm in their views regarding the future of prices for at least the next 30 days.

#### BARLEY

has not as yet made its appearance on the market, but if the weather permits receipts are expected very soon.

#### FLOUR.

The flour market is still active, both on local and shipping account. Heavy shipments have been made daily both east and west during the past week. Values are unchanged, and quotations are: patents, \$3.10; strong bakers', \$2.70; XXXX, \$2.50; and superfine, \$1.90.

#### BRAN AND SHORTS.

Stocks are decreasing rapidly and prices are firm at \$12 for bran and \$14 for shorts per ton on track.

#### POTATOES.

The city's supply is still furnished by street deliveries; no car lots so far this season have been received. Prices range from 30 to 40c.

#### EGGS

are in fair supply in the city, while dealers report the demand as rather slow. Prices are unchanged, and quotations are 20c for strictly fresh in round lots.

#### BUTTER.

Prices are still steadily declining, and it is a question if the bottom is yet reached, or

rather is there any bottom to it. Choice dairy is offered in round lots at 17c without increasing the demand. Inferior is offered at all prices ranging from 8 to 12½c according to quality.

#### CHEESE.

A firmer feeling has been developed in this product. Prices are somewhat stronger, and quotations are 12½ to 14c for prime lots.

#### BACON.

Trade in this line has been fairly active during the past week. Stocks are low in the city, and holders in some cases are asking higher prices. Quotations are: dry salt, 13½ to 14c; spiced rolls 16c, and English breakfast, 16½ to 17c.

#### MESS PORK.

There is no change in mess pork. Trade is reported as fair, and quotations are \$23 per barrel.

#### HAMS

are in good demand and prices are firm at 17½ to 18c in round lots.

#### MESS LEEF.

There is no change in this product. Business is fair and quotations are \$18 per barrel.

#### CHOPPED FEED

is actively called for, and prices are firm at \$28 per ton.

### MINNEAPOLIS.

While nothing has occurred to change the value of wheat, the markets on 'change have steadily declined during the past week, closing at the bottom figure, and there is a more bearish feeling in some quarters, although many of the shrewdest operators are confident that there will be no further decline and are quietly loading up with new wheat futures. The recurrence of wet weather has strengthened their belief in better prices at an early day, and it is freely predicted that this will be the only month of the new crop year in which new No. 1 hard will sell below 90 cents here. Attention is called to the remarkable fact that this grade is now selling for September delivery at the same price quoted for No. 2 spring in Chicago, when there is really 15 cents difference in the value of the two grades for milling, a fact always shown in previous quotations. The decline of five cents in hard wheat the past week is generally attributed to the shutting down of all but two of our mills, cutting off the demand with a snap. Dealings on 'change are mainly with non-association mills, all but one of which are idle, and the decline is therefore not purely significant. The association has advanced prices 3 cents, and wheat is beginning to come in from the best hard section of the belt, along the Northern Pacific, where the harvest is just closing.

Receipts were heavier than last week, but country buyers are said to be going slow on account of the uncertainty as to the new inspection rules. The first new wheat from the Northern Pacific was received here yesterday (Sept. 2), grading condemned and selling for 62½c. The bulk of the receipt of wheat arriving now is from Dakota—considerable of it from the James river. Like all newly settled sections wheat there is about the only crop depended upon for raising money, and the money being needed the wheat is sold at what it will bring.

The railroad, seem to have advices of a heavy movement of wheat, as they are restricting shippers of merchandise in time of holding cars. The Manitoba is converting large numbers of flat cars into temporary box cars and there is a howl for more from country grain buyers.

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

Wheat.	Highest.	Lowest.	Closing.	1883:
				Sept. 5.
No. 1 hard....	94	90	90	\$1.07
" 2 "....	89	86	86	1.03
" 1 northern	85	80	80	1.00
" 1 "....	75	71	71	98
" 2 "....	70	66	66	93

New No. 1 hard sold at 80½c, seller the month, and New No. 2 hard at 76c. Other grades of new were freely offered, without buyers.

Coarse grains were dull but steady, No. 2 corn closing at 52c, and No. 2 oats at 25 to 26c.

MILLSTUFF—Is strong and higher, bran sell at 7.50 in bulk and shorts at \$10 to \$12.

FLOUR.—While the demand for flour is very good, buyers are quite conservative and have an aggravating way of making each bid lower than the preceding one. Millers have little confidence in the future of the market and are not in buoyant spirits. The export inquiry is light, with low offers. Old wheat flour is in rather better demand, but the market is slow all around.

Quotations at the mills for car or round lots are as follows: Patents, \$5.20 to 5.50; straights, \$4.50 to 5.15; first bakers', \$4.25 to 4.50; second bakers', \$3.90 to 4.25; best low grades, \$2.20 to 2.45, in bags; red dog, \$1.60 to 1.80, in bags.

It has been a good many years since there was so little flour made on the Falls as will be the case this week. Out of 22 merchant mills with a daily capacity of 25,000 bbls, there are only two in operation, turning out less than 5,000 bbls. per day. The occasion for the 20 mills being shut down together, is the cleaning out of the West side canal, which work will require all the week. The reason that two mills are running is that they are on the East side of the river. The flour production of last week was 104,700 bbls.—averaging 17,450 bbls per day—against 86,7000 bbls. the preceding week. Next week the output will not be exceedingly large, as quite a number of the mills now down will not be ready to start up on Monday, when the water is let into the canal. There is a very good demand for flour, but buyers are clamoring for lower prices and with each order want to pay less, and the millers are not looking into the future with very bright hopes.

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

	RECEIPTS.		
	Sept. 2.	Aug. 26.	Aug. 19.
Wheat, bush...	361,760	223,000	291,000
Flour, brls....	50	125	500
Millstuf, tons..	48		

SHIPMENTS.

	Sept. 2.	Aug. 26.	Aug. 19.
Wheat, bush ..	43,650	41,000	25,600
Flour, brls ....	129,443	110,926	97,760
Millettuff, tons..	2,974	2,535	2,319

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

MINNEAPOLIS.

	Sept. 1.	Aug. 25.
No. 1 hard .. ..	143,151	149,645
No. 2 hard .. ..	19,651	64,439
No. 1 .. .. .	215,936	228,596
No. 2 .. .. .	63,905	62,321
No. 3 .. .. .	8,317	.....
Rejected .. ..	42,518	11,738
Condemned .. ..	2,916	.....
Special bins .. ..	22,930	36,442
Total .. .. .	519,318	547,181

With the amount in store at the transfer elevator, which is not included in the above table, the stock is brought up to 654,098 bus.

ST. PAUL.

	Sept. 1.	Aug. 26.	Aug. 19.
In elevators, bus .....	36,000	30,000	30,000

DULUTH.

	Sept. 1.	Aug. 25.	Aug. 18.
In elevators, bus.....	134,930	175,743	375,930

—Northwestern Miller.

CHICAGO.

Trade in this market throughout the week has been rather quiet. Operators are rather reluctant to speculate heavily under present circumstances. Foreign advices have been unfavorable as far as wheat is concerned, while corn was reported steady, trading in this cereal has been active in the market caused by reports of unfavorable weather in some of the principal corn growing districts, and the light visible supply which is only 4,250,000 against on the corresponding date last year of 10,266,000 bus. In hog products an easier feeling has been developed and prices are slightly lower. Tuesday's closing quotations are as follows:

Wheat,.....	Sept., \$0.79½	Oct., \$0.81½
Corn,.....	" 52	" 50½
Oats,.....	" 25½	" 26½
Pork,.....	" 18.75	" 18.50
Lard,.....	" 7.45	" 7.55

On Wednesday trading was rather slow, and the market ruled quiet during the entire session. Foreign advices quoted a steady feeling, but New York and other winter wheat markets ruled easier. Corn was actively traded in, and values closed considerably higher than yesterday. Provisions were unchanged. Closing quotations were:

Wheat,.....	Sept., \$0.79½	Oct., \$0.81
Corn,.....	" 53½	" 50½
Oats,.....	" 25½	" 26½
Pork,.....	" 18.75	" 18.50
Lard,.....	" 7.47½	" 7.55

Thursday the wheat market was very quiet. Fluctuations were confined to a narrow range, but the feeling at the close was one of weakness. Corn was in urgent demand, especially

for the near futures. There was a good shipping enquiry, and shorts were free purchasers. Hog products were unchanged. Closing quotations were:

Wheat,.....	Sept., \$0.79½	Oct., \$0.80½
Corn,.....	" 53½	" 51
Oats,.....	" 25½	" 26½
Pork,.....	" 18.75	" 18.50
Lard,.....	" 7.45	" 7.55

On Friday the wheat market was again lower, caused principally by discouraging foreign advices. Corn was strong and higher. Lighter receipts and a steady reduction of the visible supply, which is now extremely small, were the principal causes. Hog products were fairly steady, and in some lines a trifle higher. Quotations at the close were:

Wheat,.....	Sept., \$0.78½	Oct., \$0.80
Corn,.....	" 54½	" 52½
Oats,.....	" 25½	" 26
Pork,.....	" 19.00	" 19.00
Lard,.....	" 7.37½	" 7.45

Saturday the wheat market was dull and lower. Outside orders were free and the trading was almost entirely local. Corn was excited and a large business was transacted both for spot and future delivery. Hog products were dull and without material change. Closing quotations were:

Wheat,.....	Sept., \$0.78	Oct., \$0.79½
Corn,.....	" 56	" 53½
Oats,.....	" 25½	" 26½
Pork,.....	" 9.00	" 18.70
Lard,.....	" 7.40	" 7.45

TORONTO.

STOCKS.

Stocks have been fairly steady during the past week. Trading has been active and at somewhat stronger prices for some lines. The situation, however, is very uncertain. Owing to the nervous condition of outside money centres. Wednesday's closing bids, as compared with the week previous were:

	Aug. 27.	Sept. 3.
Montreal .. .. .	190½	190½
Ontario .. .. .	111	111½
Toronto .. .. .	110	110
Melons .. .. .	176½	177½
Merchants .. .. .	112	112
Commerce .. .. .	120½	120½
Imperial .. .. .	126	126
Federal .. .. .	54	57
Dominion .. .. .	190	190½
Standard .. .. .	113	113
Hamilton .. .. .	115½	116
Northwest Land .. .. .	48	49½

GRAIN AND PRODUCE.

There has been scarcely any new grain on the market so far this season, and it is doubtful if arrivals will be large for some time to come, as farmers, as a rule, are not disposed to part with their property at present prices. Holders of old grain seem willing to make concessions, but buyers are still scarce. Stocks in store have been on the decrease during the week and stood on Monday as follows: flour 1,622 bbls.; fall wheat 33,002 bush.; spring wheat 47,773 bush.; oats 2,000 bush.; barley 2,037 bush.; peas 638 bush.; and rye 442 bush.; against on the corresponding date last year: flour, 2,350 bbls.; fall wheat, 71,769 bush.; spring wheat, 43,976 bush.; oats, 700 bush.; barley, 50,517 bush.; peas, 1,099 bush.; and rye, 241 bush.

WHEAT.

There is scarcely any business doing in wheat. Receipts of new are slow in making their appearance, and holders of old are above the

views of buyers, consequently trading has been very limited. Quotations are: No. 2 fall, 83c; No. 3, 80c; Spring No. 2 is worth 86 to 88c and goose 66 to 67c.

## OATS.

Offerings have increased during the week, and prices are somewhat lower. Old oats of good quality are fair sale at 42½c and new are offered at from 36 to 39c according to condition. Street offerings have been considerable, and prices range from 36 to 38c.

## BAZLEY.

The first lot of the season was on the market on Saturday. It graded about equal to No. 2 and sold for 69c. Street offerings ranged from 57 to 60c.

## RYE.

Nothing doing either in car lots or street offerings.

## PEAS.

None offered, and no movement whatever. Quotations are still 73 to 74c.

## FLOUR.

The flour trade is still very slow. Holders have made concessions, but buyers still consider prices too high. A few small lots of superior extra changed hands at \$4.35, and extra may be quoted at \$4. Market closing very dull.

## POTATOES.

Car lots have commenced to move to a small extent. Early rose have sold at 30 to 35c per bushel. Street receipts are plentiful, and range from 55 to 60c per bag.

## BUTTER.

An active demand still exists for lots of choice grades, which is in small supply, not enough to fill the want of the city. Medium and inferior can be purchased in quantities to suit, at prices ranging from 10 to 13c, while choice dairy is worth 16c; pound rolls from 20 to 23c, and tubs and crocks from 15 to 18c.

## EGGS.

The market has varied somewhat during the week. Receipts are not plentiful, and prices are from 15½ to 16c in round lots. Street receipts are scarce and worth 17 to 18c for really fresh.

## CHEESE.

is quiet and steady at 11 to 11½c for small lots of prime. No movement of round lots reported.

## PORK.

No change to note in mess pork. Small lots are selling fairly well at \$21.

## BACON.

There has been little change in the situation. Nothing doing in round lots. Case lots of long clear have been going off steadily at 10½c. Cumberland is scarce and firm at 10c. There are scarcely any rolls or bellies on the market, and the few available are held at 13 to 14c.

## HAMS.

are still in urgent demand and prices are firm at 15½ to 16c for smoked and canvassed. Pickled is worth 13½ to 14c.

## LARD.

is rather quiet. Imported is selling at 11c and Canadian at 11½c to 12c for pails in small lots.

## APPLES.

A few small rail lots have changed hands at \$1.50 to \$2.00 per barrel. Offerings on the market have been fair, and prices are easy at \$1 for windfalls to \$1.50 to \$2.25 for good to choice.

## POULTRY.

are in rather better supply and have sold well at 50 to 60c per pair for fowl, and 60 to 70c for ducks.

## SUNDRIES.

There is nothing doing in dried apples save in small lots which are worth 8½c. Oatmeal per 136 lbs. \$4.20 to \$4.25. Cornmeal, no receipts.

## New York Markets.

Correspondence to the *Northwestern Miller* from New York, dated Aug. 24th, says.

The two features of the breadstuffs markets here during the week have been, first, the unexpected and entirely unwarranted advance in prices of wheat corn, and the sudden and merited decline of the same. Chicago began the little bull movement by purchasing freely and telegraphing stories to the east about "cold waves" in the corn belt, scarcity of deliveries of wheat, and the like. New York, good-little-boy-like, followed after and bought too, after noting that Atlantic seaboard wheat stocks had declined in the previous week 150,549 bus., even with an increase of 135,693 bus. in store at this city. The Chicago visible supply report was bullish also, as compared with that made up here, showing an increase of but 1,600,000 bus. as compared with 2,109,000 bus. reported from New York. On Aug. 16 and 18 the weakness and depression noted in wheat were very marked. It is evident that a very small short interest was out—probably hardly any; prices were already too low to sell wheat short. If the bears had been dealing, the rebound which began on Tuesday, culminated on Wednesday, and was wiped out on Friday, would have had a longer life and would have reached higher figures. As it was, the extreme advance was, for No. 2 red wheat, 1½c; No. 2 Chicago spring 1½c and No. 2 mixed corn ¾c per bus. By the close of the 22nd inst., however, the liquidation amounted to 1½c for cash No. 2 red, 1½c for No. 1 Chicago spring wheat and 1½c per bus. for Indian corn, contract grade. The interesting feature in connection with the decline in prices within a few days was the attitude of exporters. They sold wheat with considerable animation, a large portion of which had been secured within a short period and reported as sold for export. In fact, it becomes more and more evident that the wheat buyers for the United Kingdom have learned several things about their own business within a year or two, for which they have not been given due credit. They have learned that it is cheaper to permit us to store our own wheat and keep it, until they, the English, want it, than it is to buy freely and store it at London, Liverpool and elsewhere until used. Transportation from Chicago and the northwest to tidewater is cheap and efficient. Steam freights are low and do not promise an early or serious revival in this, a day of excess ocean going tonnage, as compared with exports in general. A year of large crops for a majority of the countries raising more wheat than they can consume, and of full average crops for most other countries, as pointed out by the *London Economist* of Aug. 9, will permit England to select such wheat as she desires from the surplus of America, India and the east. The English wheat buyer may also continue to permit stocks of wheat to remain abroad until he wants them—and doubtless will do so so long as the general tendency

of prices is to a lower level. From a view of the situation something like this, we find exporters and agents for foreign breadstuffs houses buying wheat nominally "for export" on the breaks, and reselling it on the advances.

On 'change yesterday I met a gentleman who has just returned from a prolonged trip through most of the heavy winter wheat states in the Mississippi valley. Knowing him to be identified with a prominent bull house, I expected the customary bull estimate, and was surprised to find that he was somewhat above their inside totals. The one-eyed crop reporters who write bull articles on wheat here, based on some one's private gr in circular, hold grimly to 475,000,000 to 485,000,000 bus. as a maximum total for the wheat crop of 1884. The bears of extreme views, a month ago, talked 550,000,000 bus., but, to put it mildly, have reformed and count the total as considerably less. Now here was a bull who had been over that portion of the ground which may be said to be most in dispute as to probable production. He evidently disliked to be at all definite, or to go into details, but candidly said that the winter wheat crop would turn out to be very large in quantity—"but not so large as some of the earlier and wilder estimates"—and of very good quality on the whole. In some sections the wheat had not turned out so well in point of quality as expected. "For instance: In Kansas the crop will be a very large one and the number of bushels per acre will be large, but the crop as a whole will not grade up to No. 2 red—will probably grade a good No. 3." It was suggested to him that this general impression of the total crop, gained from farmers and others, was exceptional, coming from a bull, who might see reasons for modifying the impression, as might his opponent that which did not correspond with his other data. The gentleman replied that he would not pretend to give figures, but he did not appear averse to admitting that 510,000,000 or 512,000,000 but as an estimate appeared to be warranted.

The reports of dry weather in southern Ohio and in southeastern Europe were not verified by later reports, and latest wheat crop advices the world over continue to be as favorable as at any preceding time. In California these are now reported 1,500,000 tons of wheat available for export, and the advices as to a heavy acreage in Wisconsin, Minnesota and Dakota must hold moderate estimates to the full.

In Wall street, newspaper writers use the names of David Dows & Co., and Prime, the Dwight, Ill., crop reporter, as authorities for the bull estimate of 485,000,000 bus. of wheat harvested in 1884. As to David Dows & Co. I know of no crop reports issued by them at all. They undoubtedly have numerous correspondents and keep themselves well posted as to the views of those with whom they correspond in the wheat regions. As a result, they must inevitably have a notion of the probable size of the crop. As to any systematic method of crop reporting by this firm, I have no knowledge. Prime is a sired farmer in Illinois who for years has issued periodical crop reports and sold the same by subscription to the Chicago bull operators, mainly—as started on 'change here, and has, of course, subscribers elsewhere.

One of the most pronounced bulls on 'change tells me that Prime's reports are as good as any other advices as to the probable size of the wheat crop, "a subject on which nobody is an authority—but he is inclined to be bullish, of course." Mr. Walker, of the produce exchange, the venerable statistician of that body, is also quoted by Wall street geniuses as "with a few reservations favoring an estimate of 480,000,000 to 486,000,000 bus. of wheat as the final count." Mr. Walker's "reservations"—if this be true—may be his salvation in this instance. I know of no one on 'change who can give more conservative opinions on topics allied to the grain trade, or who is better posted respecting the machinery, history and general details of the trade, and his opinions are consequently rightly held, viewed with respect by state agricultural bureau superintendents, by the chief of the United States agricultural bureau and by others interested in breadstuffs in the United States. Yet it remains that Mr. Walker for a long period in 1883, held to a firm belief that 385,000,000 or 390,000,000 bus. of wheat would be the outside harvest figures. The agricultural bureau's final report made the total 420,000,000 bus.

One may easily recall that most efforts thus far made to arrive at the total yield of wheat in advance of the close of the year have not been very successful. The Washington agricultural bureau's final report has been accepted, of course, as final, but its return from month to month, from harvesting to Jan. 1 or Feb. 1 following have varied so much as to leave considerable to be desired. The simple "sovereignty" on the reports has gone far to impress the reader with their accuracy, which was natural. They may be, for there is as yet no other Richmond in the field to question it. The time must come, however, when private journalistic (independent) enterprise will prove that a close and wide publicity of that which is real can be determined only through the proper exercise of the functions of a great newspaper.

On Saturday the market opened higher and then fell away. The receipt of half a million bushels of wheat was counteracted in effect by the statement that it had been nearly all sold for export. Foreign shipments this coming week are therefore expected to be heavy. Flour is as weak and as favorable to buyers as ever. Indian corn is dull, but relatively stronger than wheat.

### Causes of Failure.

A writer in the *Economist* sets forth the causes of failure to succeed in life. We summarize as follows:

Idleness, intemperance, want of punctuality, honesty, and truth. Incorrect views of the great end and aim of life. Lack of principle, of fixed purpose, of perseverance, stupidity, laziness, rashness and dishonesty. Want of thoroughness of preparation. Want of fixedness of purpose. Want of faith in the triumph of right and truth. Fast living, mental, spiritual and bodily; lack of attention to the details of business. Breaking the divine laws of the body by vice, those of the mind by overwork and idleness, and those of the heart by making

an idol of self. Ill health. Mistake in the choice of employment. Lack of persistent and protracted effort. A low ideal. The combined spirit of laziness and self conceit that makes a man unwilling to do anything unless he can choose just what he will do. Outside of intemperance, failure to grasp and hold, scattering too much, want of integrity and promptness, unwillingness to achieve success by earning it in the old fashioned way. Living beyond income, and speculating with borrowed funds; unwillingness to begin at the foot of the ladder and work up. Young men want to be masters at the start, and assume to know before they have learned. Desiring the success that another has, without being willing to work as that man does. Giving money-making a first place and right-doing a second place.

Trying to carry too big a load. Liquor-drinking, gambling, reckless speculation, dishonesty, tricky conduct, cheating idleness, shirking hard work, frivolous reading, lack of manhood in the battle of life, failure to improve opportunities.

Among the causes of failure may be classified wavering purpose, non-stick-to-it-iveness, failure to grasp and hold, scattering too much, trying to do too many things rather than stick to the one thing one knows most about. A young man spends seven years in a grocery store, and when he has just learned the business he concludes to go into dry goods. By failing to choose that first he has thrown away seven years' experience. Probably after learning the dry goods business, he will conclude to become a watchmaker, and at last become a jack-at-all-trades, good at none. A prominent merchant says, nearly all failures in legitimate business comes from leaving a business one knows for another he does not understand.

Another case of failure is the disposition to escape hard work, and get rich in haste. How many who were in haste to get rich, to reap without patient industry in sowing, have learned the truth of the old proverb: "The more haste the worse speed!"

### Five Million Baskets.

Everything from Wilmington, all down the Delaware peninsula, all centres in the peach crop, for every one is interested in the result. From the boy that toots the whistle to the judge that sits on a bench, all are alive on this fruitful subject. The few peach cars, however, that have passed over the roads to the cities are filled with what is known as "the premature peaches," which no person in the peach country, who believes that life is worth living, ever indulges in, except the little boy, who as soon as he is discovered outside the article in question, receives the full measure of castor oil and is tucked away in bed for a day or two. The fact is, these peaches are never properly ripe. They look well at a little distance, but they are not designed to please the palate or render the person who eats them entirely happy. Still, as there is a great demand for them for the early peach pie at city boarding-houses, the peninsula growers raise a few of them that they may have some early dollars and fill the long felt want of the city pie emporiums.

From the estimates that have come in the crop in the peninsula this year will be five millions of baskets. About 3,000,000 of these will be shipped and the remainder sold to local canneries and used at home. This places the crop at 1,500,000 baskets more than last year, and there is every indication that the fruit will be large and of fine flavor.—*New England Grocer.*

### Foreign Wheat.

The *Chicago Tribune* says: Samples of Egyptian, Indian and South American wheat have been exhibited on 'change. The samples of Behera (Egyptian) wheat one washed for mill'ing and the other just as imported, are both of low grade, and sell at 5s. 5d. per 100 pounds in the Liverpool market. This wheat when mixed with others is said to make good flour, but is never used alone for milling. Bombay No. 1 is a large, full, rather pale-colored wheat, much the same as Chicago No. 2 spring, and bringing about the same price in the British market. The average River Plate, raised in the Argentine Republic, on the River de la Plata, is a small, bright wheat, somewhat resembling rye in size and color. It makes a good strong flour, and sells one and one-half cents over the price of Chicago No. 2 at Liverpool. There was also shown a sample of Poti corn, raised in the Black sea region, which is almost equal to that grown in America, and fetches much the same price. The various samples were regarded with considerable interest, as showing what America has to compete with in the British market.

### The English Crops.

Our English agricultural correspondent writes under date August 7.

I have been travelling for eleven days through some of the best grain-growing districts of the country, and the result is a decided lowering of my estimate of the yield. The best of the wheats in the eastern counties, being very thick and long in the straw, were laid more or less by the recent storms; but as the crop was very nearly ripe, and brilliant harvest weather has followed, but little harm has been done beyond increasing the expense of harvesting. Unfortunately, however, the white wheats in many districts are badly blighted by a fungus (*cladosporium*) which blackens the outside of the chaff and causes the grain to become shrivelled. The mischief is chiefly in the rough-chaff (or wooley-eared) wheats so extensively grown in Essex and a few other counties; but Talavera and some other white varieties are affected also in places. The red wheats are not much affected, but they are not as well set; that is to say, they have not many kernels in a row—usually only three, and in scarcely any instances more than five in the widest part of the ear. The ears, too, are generally undersized, and the grain is rather small even in heavy soils, while on light lands it is parched and thin. I have not seen any mildew. There is generally so good a crop of straw in the eastern counties that the yield cannot well be under average. I saw numbers of fields in which there are four wagon loads of sheaves to the acre, and ten bushels to the load is a very poor yield. But



these are the most promising crops, and deducting for thinner pieces, the yield can scarcely be above average in the whole of the fertile districts referred to. In no other part of England have I seen better wheats.

As for other crops, barley and oats must both be below average, probably 20 per cent. at least; spring beans are light and thin and the winter variety alone is satisfactory, and peas cannot be more than a bare average, if so much.

The root crops are worse than I have ever before seen them, and the young clover has missed plant. Nothing but wheat could stand the severe drouth we have had, and not that in light soils. Most of the wheat is cut and some carted in the east and south of England. On the whole, farmers' prospects are very discouraging, as the price of wheat, the only moderately good crop, is very low, and the failure of the hay and root crops renders the outlook for winter food for live stock very bad. Many farmers say they will be worse off than in the wretched year 1879. The only comfort lies in the splendid harvest weather which will enable farmers to make the most of such crops as they have.—*Bradstreet's.*

**Advertising a Business Necessity.**

Advertising is a business necessity far too lightly appreciated. Some manufacturers make a practice of withdrawing their advertisements just as soon as trade begins to get dull. Now this is the worst possible policy. This is the time when it is needed most, when orders are lightest. In these days of industrial competition it is absolutely necessary that dealers should keep their wares constantly before the public. The men who realize this fact are the men who succeed. Put your name in some legitimate first-class journal and let it stay there through thick or thin. True, when business is slack it may seem like losing money, but when it springs up again a rich harvest will replace the trifling outlay. To refrain from advertising means to remain practically unknown, and let your sensible competitor reap all the gain. When one requires some new service from dealer or manufacture it is the advertising list which is first consulted, and a good square business card always attracts attention.—*Chicago Journal of Commerce.*

**New York to Chicago in One Minute.**

A company is getting ready, says the *New York Graphic*, to build a pneumatic tube for carrying letters and small packages from Chicago to New York. The idea at first seems impracticable, but on examination it turns out to be feasible. Two tubes are to be made of brass, which will run side by side, although it is said one tube will be tried at first. A powerful engine with an exhaust-wheel is to be stationed at one end. It is said that if the tube is properly made and planted no air will escape. The right of way, it is believed, can be secured for nothing, or at a nominal expense, and the main cost will be the tubes and the engines and stations. A letter, a sample of grain, or package of any kind which is to be sent, is enclosed in a leather ball. A ball presents the least friction as a rolling object, and the leather is to be

stiff and heavy. A continuous current of air is passing through the tube constantly. With one pipe the plan is to reverse the engine every hour the first hour forcing air into it at the Chicago end and sending packages to New York, the next hour exhausting the air at Chicago and drawing the packages as quickly back. The men who have it in charge do not say how long it will take to send a package in this way, but claim to be able to do it in less than a minute. Stations will be established at the important cities on the route. It is expected to pay a large profit, and to do the business of the telegraph companies and the mail. They say the business of sending crude petroleum by a pipe was laughed at at first, and that this one is more practicable, if possible, and not nearly so costly, as the pipes are to be small and can go around curves and over hills as well as on the level.

**Prices of Wheat for Twenty-seven Years.**

The table below from the *Northwestern Miller* will be of interest to our readers:

The following shows the lowest and highest prices for No. 2 spring wheat in the Chicago market for the past twenty-seven years, and the months in which extreme prices were reached.

Yr's.	Months the Lowest Price was reached.	Yearly Range.	Months the Highest Price was reached.
1853	February	\$ .53 et .97	August
1859	July and Aug.	.50 et 1.15	May.
1869	December	.66 et 1.13	April.
1861	June and July	.55 et 1.25	May.
1862	January	.65 et .92	August.
1863	August	.80 et 1.15	October.
1864	March	1.07 et 2.20	June.
1865	December	.85 et 1.55	January.
1866	January & Feb	.70 et 2.03	November.
1867	August	1.55 et 2.85	May.
1868	November	1.04 et 2.20	July.
1869	December	.75 et 1.47	August.
1870	April	.73 et 1.31	July. (Sept.
1871	August	.89 et 1.82	Feb., April and
1872	November	1.01 et 1.01	August.
1873	September	.89 et 1.40	August
1874	October	.83 et 1.28	April.
1875	February	.85 et 1.50	August.
1876	July	.83 et 1.26	December.
1877	August	1.01 et 1.70	May.
1878	October	.77 et 1.14	April.
1879	January	.81 et 1.33	December.
1880	August	.80 et 1.32	January.
1881	January	.85 et 1.43	October.
1882	December	.91 et 1.40	April and May.
1883	October	.90 et 1.13	June.
1884	April	.76 et .98	February.

\* To date.  
† Winter storage receipts; lowest price for fresh receipts 76c, on Aug. 16.

**Welding Copper.**

An exchange having recently stated that a mechanic of Kittery, Maine, claimed to have discovered a process by which he welds copper as perfectly and securely as iron, the *Mechanical Engineer* replies. Welding copper is not a difficult achievement. We welded it eighteen years ago, and so can any one who will follow these directions: Get a can of concentrated lye—Pennsylvania Salt Co.—and put the contents in an iron kettle over the fire. Melt the lye (without water) and when it boils up take it off. Scarf the copper to be welded as you would an iron rod; take a good heat on it and use the lye as a flux, dipping the scarfed ends in it just before bringing to a welding heat. We have welded copper rods 3/4-inch in diameter with this so that no one could tell where the junction was.

**EMERSON.**

All our merchants are replenishing their stock in anticipation of a lively fall trade.

Work on the Thompson elevator has commenced. It will be completed within 30 days.

The two saw mills and grist mill are now in full blast and give the city quite a busy appearance.

H. Weixeltawn, hotelkeeper, is moving to Emerson to take charge of one of our principal hosteleries.

J. E. Quinn, Dominion Emigration Agent, has also removed from Emerson West (formerly West Lynne) to East Emerson, where all business connected with his department will henceforth be transacted.

A. M. Crosby, manager of the London and Ontario Investment Co., which has a lot of money invested in Emerson, was in town this week, and after looking over the city and the magnificent adjacent agricultural country, left highly pleased at the outlook.

The moving over of all the West Side firms, and the establishment of one or two new business houses, has made competition lively, especially in groceries and provisions, which can now be bought almost as cheap here as on the American Side, thus putting an effectual stop to smuggling.

RAIN has visited Australis, and the drought is at an end after some 15,000,000 sheep are said to have perished.

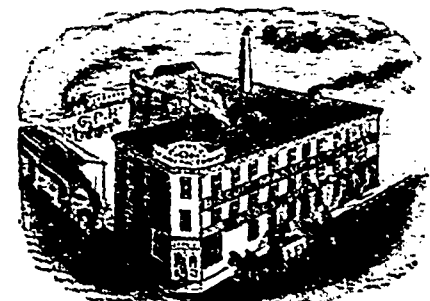
The total number of failures in the United Kingdom and Ireland reported to *Kemp's Mercantile Gazette* for the week ending August 9 was 102, as compared with 199 each in the corresponding weeks respectively of 1883 and 1882. England and Wales had 64 failures as against 177 in 1883 and 130 in 1882; Scotland had 27 as against 22 and 11, and Ireland had 11, as against none in 1883 and 8 in 1882.

**Dissolution of Partnership.**

On and after the 1st of September, 1884, the partnership existing between J. P. DILL and H. CROSS, General Merchants, in the Town of Wolsley, N. W. T., is dissolved. The said J. P. Dill will assume all liabilities contracted by the said Dill & Cross and collect all debts due the firm.

Signed, J. P. DILL,  
Wolsley, Sept. 1st, 1884. H. CROSS.

ENCOURAGE HOME INDUSTRY. THOMAS C. FLETCHER, Manufacturer of Choice Havana Cigars, 211 E. 1st St. promptly filled. 301 Main Street, opposite Dow's Block, Winnipeg.



Manufacturers of  
**BISCUIT—every variety. Brooms.  
Coffee & Spices. Self-Raising Flour.**  
The Trade only supplied, and on best terms. Send for Price Lists.  
**WOODS, OVENS & CO.,**  
Factory and Office—Corner Higgins, Fonseca and Argyle Streets, Winnipeg.



# TRADE SALES!

—BY—  
**PEDDIE & CO.,**  
 Will be held  
 Every Wednesday and Thursday,  
 During SEPTEMBER and OCTOBER  
 At their warehouse  
**76 PORTAGE AVENUE, WINNIPEG.**  
 at 2 p.m. each day, large consignments of  
**GROCERIES, DRY GOODS AND CLOTHING**  
 Will be sold by Auction without reserve, to  
 MERCHANTS ONLY.  
 Consignments Solicited.  
**PEDDIE & CO.**

## MONEY TO LEND.

**MORTGAGES & DEBENTURES PURCHASED.**  
**Western Canada Loan & Savings Co.**  
 Head Office, Toronto, WALTER S. LEF Manager.  
**WINNIPEG BRANCH, - 373 Main Street,**  
**F. B. ROSS,**  
 Manager Winnipeg Branch.

**OSLER, HAMMOND & NANTON,**  
 3 BANNATYNE STREET EAST,  
**WINNIPEG.**

**OSLER & HAMMOND,**  
 TORONTO.  
 (Members Toronto Stock Exchange.)

## Financial Agents

And dealers in Railway and Municipal  
**DEBENTURES.**  
 Correspondence Invited.  
**E. B. OSLER. H. C. HAMMOND. A. M. NANTON**

**HENRY PELLATT. HENRY MILL PELLATT.**  
**Pellatt & Pellatt,**  
 STOCK BROKERS,  
**46 KING ST. EAST, TORONTO.**  
 Members Toronto Stock Exchange.

**HUDSON BAY CO.'S SHARES, ETC**  
 Bought and Sold for cash or on margin.  
**ORDERS BY LETTER OR TELEGRAPH**  
 Receive prompt attention.

## MONEY TO LOAN.

**\$100,000**  
 To lend at Lowest Current Rates.  
 Apply —  
**A. MAGNAB & SON,**  
 Office, Dundee Blk., Main St., Winnipeg.

G. F. CARRUTHERS.

J. H. BROCK.

# CARRUTHERS & BROCK, MONEY TO LOAN, Fire and Marine Insurance Agency,

ESTATES MANAGED. **RENTS COLLECTED.**  
 A Large Assortment on hand of  
**J. & J. TAYLORS SAFES AND VAULT DOORS.**

Office: Cor. McDermott St. East & Rorie St., WINNIPEG.

## Manitoba Mortgage & Investment Co

**CAPITAL (INCORPORATED) - \$2,500,000.**  
**LOCAL ADVISORY BOARD.**  
 Hon. C. P. Brown, M. P. P., Minister of Public Works.  
 C. E. Hamilton, Esq., Barrister, of Messrs. Atkins, Culver & Hamilton.  
 A. F. Eden, Esq., Land Commissioner of the Manitoba and Northwestern Railway Company, Winnipeg.  
 Captain Lewis, of Messrs. Lewis & Kirby, Financial and Insurance Agents.  
 R. H. Hunter, Esq., Winnipeg.  
 W. Hespeler, Esq., German Consul, Winnipeg.  
 This Company has been formed expressly for the purpose of lending money on the security of Real Estate in Manitoba. Advances made on the security of farm and city property at lowest current rates.  
**OFFICES: Haystack Block, Main Street.**  
**H. R. MORTON** Manager.  
**KILLAM & HAGOART, Solicitors.**

## ROBERT ADAMSON,

ASSIGNEE-IN-TRUST,  
 Room No. 5, Hingston Smith Block  
 Corner of Main and Lombard Streets,  
**WINNIPEG.**

Assignments in Trust taken for the benefit of Creditors.

## MONEY TO LOAN on Mortgage on Improved City & Farm Property.

The Sale of Municipal Debentures and Stocks Negotiated.

## THE QUEEN'S,

The Palace Hotel of the Northwest,  
**WINNIPEG.**  
**O'CONNOR & BROWN** Proprietors.

**GRAND VIEW HOTEL,**  
 OPPOSITE NEW C. P. R. STATION,  
**BRANDON MANITOBA.**  
**FRANK BOISSEAU, Proprietor.**  
 LATE OF THE BRASSILL HOUSE, OTTAWA.  
 Strictly first-class in every respect. Commercial Banquet Rooms Attached.

## James Park & Son, PROVISION MERCHANTS,

**MESS PORK, HAMS, BACON,**  
 Butter, Lard, Cheese, Stilton Cheese, Canned and Preserved Meats  
 Of all kinds constantly on hand at Lowest Prices to the Trade.  
**14 to 47 St. Lawrence Market, 161 King Street West, and 95 Front Street East,**  
**TORONTO, ONT.**

## HENRY, SNYDER & CO., PACKERS,

and Wholesale Dealers in Canned Goods, Jams, Jellies, Fruits, Vegetables, Meats, Pickles, &c., &c.  
 Packing House and Head Office: 121 & 123 Front St. East  
**TORONTO, ONT.**  
 Highest Awards and Medals at Exhibitions of 1882.

## CARL KAUFFMAN, Manufacturers Agent & Commission Merchant

**SPECIALTY:**  
 Cigars imported from Hamburg, Germany.  
**12 FRONT STREET EAST, - TORONTO.**

## EDWARD TERRY, PORTLAND, KEENS' and THORALD CEMENTS.

**PLASTER PARIS.**  
 Fire Brick and Clay, Sewer Pipes, Hair, Lime, Wattle and Cory, Land Plaster, Salt, &c., &c.  
**23 and 25 GEORGE STREET, TORONTO.**

## KILGOUR BROS.

MANUFACTURERS & PRINTERS,  
 Wrapping Paper, Paper Bags, Paper Boxes, Twines, etc., etc.,  
**TORONTO, ONT.**

## JAS. A. LOUGHEED, Barrister, Attorney, Solicitor, Notary Public,

&c., &c.  
**CALCARY & MEDICINE HAT.**

## OGILVIE MILLING CO.

Mill at Point Douglas.  
 Capacity - - 750 Barrels per day.  
**OFFICE: - - Corner King and Alexander Streets, Winnipeg.**

A Full Stock of Patent Hungarian, Strong Bakers' and Spring Extra Flour; Oatmeal, Pot and Pearl Barley, Graham Flour, Cracked Wheat, Bran, Shorts, Ground Feed, Oats, Barley.  
 Wheat buyers at all Shipping C.P.R. Stations.

Geo. J. Maulson. W. S. Cranr  
**GEO. J. MAULSON & CO.,**

## Grain and Flour Exporters

—A. D.—  
 GENERAL COMMISSION MERCHANTS.  
 Office: Cor. Main and Post Office Streets.  
**WINNIPEG.**

**Canadian Pacific Railway**  
(WESTERN DIVISION)

**CHANGE OF TIME**

On and after July 29th, 1881, Trains will move as follows:

Going West.	Going East.
9:37 a.m. leave Winnipeg	arrive 5:15 p.m.
10:33 " " Portage la Prairie	2:50 " "
2:30 p.m. " Brandon	12:00 a.m.
9:00 " " Broadview	2:45 " "
3:05 a.m. " Regina	10:20 p.m.
5:45 " " Moose Jaw	7:45 " "
1:00 p.m. " Swift Current	1:00 p.m.
7:20 p.m. " Maple Creek	7:40 a.m.
11:45 p.m. " Medicine Hat	3:45 a.m.
1:30 p.m. arrive Calgary	leave 3:60 p.m.

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

Going East	Going West
6:20 p.m. leave Winnipeg	arrive 12:00 a.m.
11:50 p.m. " " Rat Portage	1:05 a.m.
4:55 a.m. " " Barclay	8:05 p.m.
2:30 p.m. arrive at Arthur	leave 9:15 a.m.

Going South.	Going North.
8:35 p.m. leave Winnipeg	arrive 8:40 a.m.
10:50 p.m. " " Emerson	4:00 a.m.
8:40, 9:15 a.m., leave Winnipeg	arrive 4:00, 7:00 p.m.
10:30, 11:55 a.m., " " Morris	1:20, 5:05 p.m.
11:40 a.m., " " Greta	1:00 p.m.
5:00 p.m. " " Manitoba	9:30 a.m.

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

Train leaves Winnipeg for Stonewall, Tuesdays, Thursdays and Saturdays at 9:20 a.m., arriving at Stonewall 10:30 a.m. and Stonewall at 10:55 a.m. Return same days, leaving Stonewall at 1:30 p.m. and Stonewall at 2 p.m., arriving at Winnipeg 3 p.m.

Train leaves Winnipeg for West Selkirk, Tuesdays, Thursdays and Saturdays at 4 p.m., arriving at West Selkirk 5:40 p.m., returning leaves West Selkirk Mondays, Wednesdays and Fridays at 7:10 a.m., arriving at Winnipeg 8:50 a.m.

- † Daily.
- ‡ Daily except Mondays.
- Daily except Saturdays.
- ¶ Daily except Sundays.

Trains move on Standard time.

JOHN M. FOGAN, Gen. Superintendent.  
W. C. VAN LOPNE, Gen. Manager.  
ROBERT LEHR, General Freight and Passenger Agent.

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

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

F. E. Clarke, Gen. Traff. Man., St. Paul.  
T. W. Teasdale, Gen. Pass. Agt., St. Paul.  
S. C. Strickland, Gen. Agt., Leland House Bldg. Winnipeg

**Michigan Central Railroad.**

Depots foot of Lake Street and foot of Twenty-second Street. Ticket Office, 614 Clark Street, south-east corner of Taylor, Grand Pacific Hotel, and Palmer Hotel.

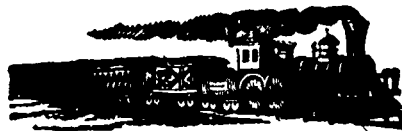
**"THE NIAGARA FALLS ROUTE."**

This is the popular route from Chicago to Toronto and all other points in Canada. The train is made up of splendid Coaches, PALACE PARLOR, and SLEEPING CARS of the latest improvements, and FIVE DINING CARS, unequalled on the Continent. It is the ONLY LINE between Niagara Falls and Buffalo under one management, and has undisputed advantages for New York, Boston and Eastern Travel.

Five through Trains a day from Chicago leave at 3:55 a.m., 8:55 a.m., 1:30 p.m., 5:55 p.m. and 9:55 p.m.

For through tickets, time tables, or full information, apply to any Ticket Agent in the Northwest.

H. B. LEDFORD, Gen. Manager, Detroit.  
O. W. PUGGLES, Gen. Pass. & Tkt. Agt., Chicago.  
W. M. McLEOD, Manitoba Pass. Agent, Winnipeg.



**THE SHORTEST ROUTE!**

—FROM—

WINNIPEG AND ALL PARTS OF CANADA

—TO—

**British Columbia**

IS BY THE

**NORTHERN PACIFIC RAILWAY.**

For Information, Maps, Folders, etc., apply to our address

P. B. GROAT, Gen. Emigration Agent, ST. PAUL.  
CHAS. S. FEE, Gen. Passenger Agent, ST. PAUL.

**Albert Lea Route.**

The favorite route from the North to Chicago and the East. Chicago "Cannon Ball" express leaves Minneapolis at 7:00 p.m. daily, arriving at Chicago 3 p.m. next day. This is a solid train, consisting of comfortable day coaches, Pullman sleeping cars, and our justly famous palace dining cars, running through without change.

Train leaving Minneapolis 7:40 a.m. has comfortable coaches, Pullman sleeping cars, and Horton reclining chair cars.

J. F. McFARLANE, Gen. Northwestern Agent, Winnipeg, Manitoba.

J. A. McCONNELL, Traveling Passenger Agent.  
F. BOYD, General Traffic and Passenger Agent.

**The Royal Route. — Chicago, St. Paul, Minneapolis, Omaha, & Northwestern Railways.**

GOING EAST.

Express trains leave Minneapolis at 1:15 p.m. and 8:15 p.m.; and St. Paul, 2:00 p.m. and 9:00 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. and 9:00 p.m., arriving at St. Paul at 6:00 a.m. and 1:00 p.m., and Minneapolis at 6:45 a.m. and 1:45 p.m.

This is the only line between St. Paul and Chicago running the Pullman Smoking Room Sleepers, and Palace Dining Cars.

GOING SOUTHWEST.

Trains leave St. Paul for Sioux City, Omaha, Kansas City and San Francisco at 7:10 a.m. and 8:35 p.m.

**The Chicago, Milwaukee & St. Paul Railway**

Is the short Line from St. Paul and Minneapolis, via La Crosse and Milwaukee, to Chicago, and all Points in the Eastern States and the Canadas.

It is the only line under one management between St. Paul and Chicago, and is the finest equipped Railway in the North-west.

It is the only line running Pullman Sleeping Cars, Palace Smoking Cars, Palace Dining Cars, via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi River to Milwaukee and Chicago. Its trains connect with those of the Northern lines in the Grand Union Depot at St. Paul.

No Change of Cars of any class between St. Paul and Chicago.

For Through Tickets, Time Tables and full information, apply to any Coupon Ticket Agent in the Northwest.

S. S. MERRILL, General Manager.  
A. V. H. CARPENTER, General Passenger Agent.  
W. H. DIXON, General N. W. Pass. Agt., St. Paul, Minn.  
CHAS. N. BELL, Commercial Agt., Winnipeg, Man.

**Fargo and Southern Railway.**

**The People's Line**

NEW ROUTE

—TO THE—

**EAST AND SOUTH**

Via Ottumville for

MINNEAPOLIS, ST. PAUL, HASTINGS,

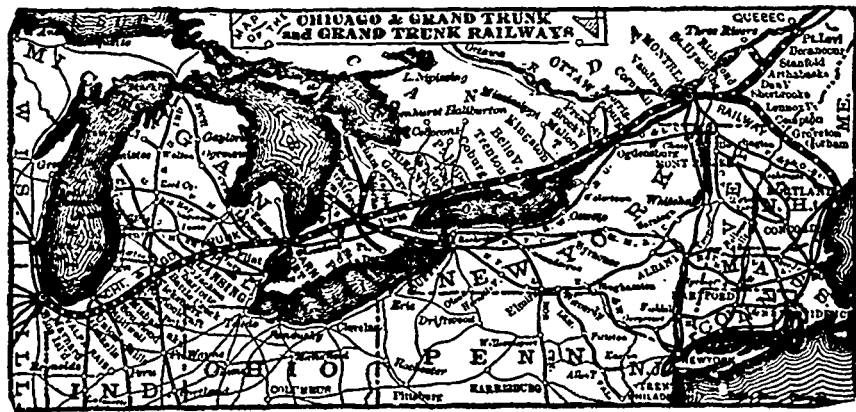
CHICAGO,

and Eastern and Southern Points.

Elegant Pullman Sleepers on Night Trains.

H. E. SARGENT, President.  
D. R. TAYLOR, Superintendent.  
C. J. EDDY, Gen. Freight and Passenger Agt.  
SAM. McCLURG AND, Travelling Freight and Passenger Agent.

**NIAGARA FALLS AIR LINE !!**



**The Chicago & Grand Trunk & Grand Trunk Railways**

Form what is popularly known as the

**NIAGARA FALLS AIR LINE FOR ALL POINTS EAST.**

They run two solid trains daily from Chicago to Buffalo, crossing Suspension Bridge and passing NIAGARA FALLS IN BROAD DAYLIGHT, with through Pullman Cars to New York without change. SOLID TRAINS BETWEEN CHICAGO AND DETROIT.

PULLMAN CARS WITHOUT CHANGE:—Chicago to Detroit, Bay City, Saginaw, Buffalo, Niagara Falls, New York, Toronto, Montreal and Boston.

GEO. S. REEVE, Traffic Manager.

W. J. SPICER, General Manager.