

Technical and Bibliographic Notes / Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- | | |
|--|--|
| <input type="checkbox"/> Coloured covers/
Couverture de couleur | <input type="checkbox"/> Coloured pages/
Pages de couleur |
| <input type="checkbox"/> Covers damaged/
Couverture endommagée | <input type="checkbox"/> Pages damaged/
Pages endommagées |
| <input type="checkbox"/> Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée | <input type="checkbox"/> Pages restored and/or laminated/
Pages restaurées et/ou pelliculées |
| <input type="checkbox"/> Cover title missing/
Le titre de couverture manque | <input checked="" type="checkbox"/> Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées |
| <input type="checkbox"/> Coloured maps/
Cartes géographiques en couleur | <input type="checkbox"/> Pages detached/
Pages détachées |
| <input type="checkbox"/> Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire) | <input checked="" type="checkbox"/> Showthrough/
Transparence |
| <input type="checkbox"/> Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur | <input type="checkbox"/> Quality of print varies/
Qualité inégale de l'impression |
| <input checked="" type="checkbox"/> Bound with other material/
Relié avec d'autres documents | <input checked="" type="checkbox"/> Continuous pagination/
Pagination continue |
| <input checked="" type="checkbox"/> Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distorsion le long de la marge intérieure | <input type="checkbox"/> Includes index(es)/
Comprend un (des) index |
| <input type="checkbox"/> Blank leaves added during restoration may appear
within the text. Whenever possible, these have
been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées. | Title on header taken from: /
Le titre de l'en-tête provient: |
| <input type="checkbox"/> Additional comments: /
Commentaires supplémentaires: | <input type="checkbox"/> Title page of issue /
Page de titre de la livraison |
| | <input type="checkbox"/> Caption of issue /
Titre de départ de la livraison |
| | <input type="checkbox"/> Masthead /
Générique (périodiques) de la livraison |

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

JAMES ROBERTSON & CO.,

—IMPORTERS OF—

TINSMITHS' AND PLUMBERS' SUPPLIES
AND GENERAL

METAL MERCHANTS,

11 McWILLIAM ST., EAST,
WINNIPEG.

JAS. TESS, Manager. WHOLESALE ONLY.

ANTHONY FORCE,

Importer of

RAILWAY EQUIPMENT,

Contractors, Engineers & Founders Supplies,

Steel and Iron Rails and Fastenings, Chords, Steel and Iron Bridges, Light Steel and Iron Rails, for Trams-ways and Others, Iron and Steel Plates, Pig Iron, Bar Iron, &c.

Iron and Galvanized Roofing, Boiler Tubes, Wrought and Cast Iron Pipes, Imported Fire Bricks and Cements, Cotton Waste, Lubricating and other Oils.

OFFICE: 78 ST. PETER STREET,

Warehouse, 225 Wellington Street, - MONTREAL.

—THE—

Railway Supply and Man'g Co.,

I. JOSEPH, - Manager.

Manufacturers of

COTTON AND WOOLLEN WASTE

For Packing and Cleaning purposes.

RAILWAY BRASSES & BEARINGS

THE BEAVER METAL A SPECIALTY.

Factory 12, 14, 16 and 18 Church Street.

Office Cor. York & Wellington Sts., TORONTO.

All Orders promptly attended to.

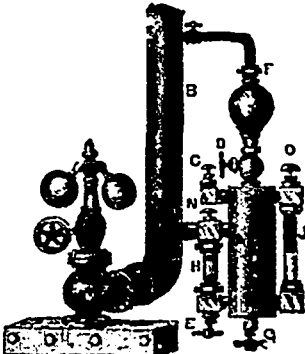
THE CONTINUOUS FEED LUBRICATOR!

Manufactured by

R. MITCHELL & CO.,

St. Peter and Craig Streets, - MONTREAL.

A saving of fully 75% of oil, which will more than cover its cost in a few months. We guarantee perfect satisfaction as they never fail. Send for prices and particulars.



GEORGE IRVING, Jr.,

Importer and Commission Merchant.

AGENCIES:

Domblon Paint Company.—Fine Mixed Liquid and other paints.

H. E. Newhall Co's, New York.—Heavy Hardware, Ship Chandlery, etc.

W. Barwell, England.—Bolts, Nuts & Rivet Works.

C. H. Mandaydo & Co., Scotland J.—Boiler Purger.

Dealer in Railway, Machinists and Mill Supplies Oils, etc., etc.

17 ST. PETER STREET, MONTREAL

NOTHING LIKE LEATHER.

W. N. JOHNSTON & CO.,

Importers and Dealers in

Leather, Findings, Plasterers' Hair

HIDES AND OIL.

LOGAN ST. WEST, WINNIPEG.

THE FEDERAL BANK OF CANADA.

Capital Paid-up, - - \$2,810,000.
Rest, - - - - - 1,450,000.

BOARD OF DIRECTORS.

S. NORDHEIMER, Esq., President.
J. S. PLAYFAIR, Esq., Vice-President.
William Galbraith, Esq., K. Gurney, Jun., Esq.
Geo. W. Torrance, Esq., Benjamin Cronyn, Esq.
John Kerr, Esq.

H. S. STRATHY, Cashier.

HEAD OFFICE - - - TORONTO.

WINNIPEG, L. PATTON, MANAGER.

Branches—Aurora, Chatham, Guelph, Hamilton, Kingston, London, Montreal, Newmarket, Petrolia, Simcoe, St. Mary's, Strathroy, Tilsonburg, Winnipeg, Waterford and Yorkville.

Bankers—New York—American Exchange National Bank. Boston—The Maverick National Bank. (reat Britain—The National Bank of Scotland.



OYSTERS!!

The Largest and Most Complete Oyster House in Canada. Now receiving daily Fine stock in CANS and BULK. Send your orders to

GOLD SEAL OYSTER CO.,

T. H. JONES, Proprietor. WINNIPEG, MAN

D. A. KEIZER,

CIVIL ENGINEER,

MACHINE AND PATENT DRAWINGS MADE.

Water Powers estimated and Plans located for Milling purposes, to best advantage. Attention given to general surveying. Apply,

12 ALBERT ST., WINNIPEG.

J. A. HEALY & CO.,
BROKERS

—AND—

Commission Merchants.

Agents St. Lawrence Sugar Refining Company, Montreal.

Office: McArthur Block, Winnipeg.

Andrew Aikin, President. John McKechnie, Superintendent.

P. H. Brydges, Vice-President. H. N. Williams, Sec.-Treas.

THE VULCAN IRON COMPANY,

OF MANITOBA, (LIMITED),

BRASS & IRON FOUNDERS,

Light and Heavy Forgings, Engine and Boiler Works, Millwrighting,

GENERAL BLACKSMITHING,

All Kinds of Machinery.

POINT DOUGLAS AV., WINNIPEG.

GEAT. E. OATW.

JOHN F. THORSON

GATE & THOMPSON,

—PRACTICAL—

PLUMBERS, GAS AND STEAM FITTERS,
9 ARTHUR ST., WINNIPEG.

Public Buildings and Dwellings Perfectly Ventilated. All Work done on the most Improved Scientific Principles by thorough experienced workmen.

HOTEL RANGES

—AND—

CARVING TABLES TO ORDER.

P. O. Box 1024.

Westman Baker,

119 Bay St., Toronto, Ont.,

Manufacturers of the latest Improved

GORDON PRESSES,

PAPER CUTTERS,

BOOKBINDERS STANDING PRESSES,

LITHOGRAPHERS HAND PRESSES,

COUNTING MACHINES, CHASES, &c.

All kinds of large printing presses set up and adjusted. Send for Price List.

Mulholland Brothers,

General Hardware Merchants

Importers of

Birmingham, Sheffield and American Goods,

Dealers in Stoves and

MANUFACTURERS OF TINWARE.

Agents for the "Washburn & Moen" Celebrated Galvanized Barbed Wire.

MAIN STREET, WINNIPEG.

THE JOHN DOTY

ENGINE & BOILER WORKS

COMPANY,

Cor. Front & Bathurst Sts., TORONTO,

Manufacturers of

ENGINES AND BOILERS

Of Every Description and Capacity. Armington & Sims' celebrated Automatic Cut-Off Engines, Horizontal Plain Slide Valve Engines, Steamboat and Tug Engines, Hoisting and Pile Driving Engines, Upright Engines, and Meyers Variable Cut-off Engine.

OTTO SILENT GAS ENGINES,

Steamboat and Tug Boilers, Locomotive Fire Box Boilers on Skids or Wheels, Horizontal Return Tubular Boilers, Horizontal Return Flue Boilers,

BOILERS FOR STEAM HEATING,

Upright Boilers, also Shafting, Hangers and Pulleys for Factories and Mills of every description.

Send for circulars and price lists to

ROBERT MUIR & CO., Agents,

546 MAIN STREET,

WINNIPEG.

HENDERSON & BULL,

Commission Merchants

—AND—

MANUFACTURERS' AGENTS.

Agents for the Canada Sugar Refining Company, Montreal.
STORAGE, Bond or Free. Lowest Rates of Insurance in the City. Liberal Advances made on Consignments.

Offices and Warehouse, 41 Bannatyne St. East.

WINNIPEG.

The Ames, Holden Company,

AMES, HOLDEN & CO., MONTREAL.
JAMES REOMOND, } WINNIPEG.
A. C. FLUMERFELT, }

WHOLESALE

Dealers in

BOOTS & SHOES,

Gerrie Block, Princess Street,

WINNIPEG.

Butter! Eggs! Produce!

Ship your surplus stock to

FERON, SHAW & STEUART,
Produce Commission Merchants,

Who have every facility for disposing of large quantities of all kinds of Country Produce.

Advances made on consignments and prompt remittances made when goods are sold.

Feron, Shaw & Steuart,
120 PRINCESS STREET, WINNIPEG

TEAS! TEAS!!

Anticipating the recent advance in Teas, we imported largely direct from China and Japan, and now hold a heavy stock of NEW SEASON'S CONGOU and JAPANS, purchased at bottom prices, all of which we offer to the Trade at a slight advance.

Samples Mailed on Application.

G. F. & J. GALT,

Tea Importers and Wholesale Grocers,
PRINCESS STREET, WINNIPEG.

**Thompson,
Codville & Co.,****WHOLESALE GROCERS,**

26 McDermott Street,

WINNIPEG.

E. F. Hutchings,

Successor to

STALKER & HUTCHINGS,

WHOLESALE AND RETAIL

Saddlery, Harness & Leather

MERCHANT,

Saddlery Hardware, Trunks, Valises, Etc., Etc.
English and American Saddlery in great variety.

Retail Store: 569 Main Street.

WHOLESALE WAREHOUSE:

46 McWilliam Street East,

ESTABLISHED 1877.

WINNIPEG.

DUNN & BENNIE,

Accountants, Auditors,

COMMERCIAL AND FINANCIAL AGENTS,

NOTRE DAME STREET EAST,

(Opposite Bank of Montreal),

Box 311.

WINNIPEG, MAN.

Special attention given to Insolvent matters. Estates in trust carefully and economically administered. Books opened and balanced for private firms. Accounts and statements of Joint Stock and Public Companies audited.

ROBT. DUNN,

THOS. BENNIE.

RIGNEY & HAVERTY,

WHOLESALE

WINES, LIQUORS

—AND—

CIGARS.

Gerrie Block, Princess St.,

WINNIPEG.

W. HIGGINS & CO.,

WHOLESALE DEALERS

Boots & Shoes, Trunks, &c.

33 QUEEN STREET EAST,

WINNIPEG, MAN.

VIPOND, McBRIDE & CO.,**Wholesale Fruit & Produce**

—AND—

GENERAL COMMISSION MERCHANTS.

Consignments of Fresh Fruits received regularly in their season.

261 & 263 Commissioners St., Montreal, and

18 ALEXANDER ST. EAST, WINNIPEG

LYON, MACKENZIE & POWIS,

WHOLESALE GROCERS,

—AND—

PROVISION MERCHANTS**NEW FRUITS CROP, 1883.**

Now in store:—New Valencia Raisins, Currants, Prunes, Figs and Nuts. Fall Stock complete in General Groceries and Provisions, at our

NEW WAREHOUSE

Corner McDermott and Albert Streets,
WINNIPEG.

Sutherland & Campbell,

WHOLESALE GROCERS

—AND—

COMMISSION MERCHANTS

STOCK LARGE AND WELL ASSORTED

PRICES LOW TO CASH AND

PROMPT MEN.

PRINCESS ST.,

WINNIPEG

**Turner, MacKeand & Co.,**

WHOLESALE GROCERS.

IN STOCK.—“Acme” Hand Soap.

A large supply of choice Manitoba Butter for sale.

A complete assortment of General Groceries, including fresh arrivals of Japans, Young Hyson and Congou Teas.

35 AND 37 BANNATYNE STREET EAST

WINNIPEG.

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, AUGUST 26, 1884.

NO. 48

The Commercial

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

ISSUED EVERY TUESDAY.

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

ADVERTISING RATES.

1 month, weekly insertion	\$0 30 per line.
3 months, do	0 75 "
6 " do	1 25 "
12 " do	2 00 "

Casual rates for all advertisements inserted for a less period than one month, or for all transient advertising, 10 cents per line each insertion.

Reading notices in news columns, 15 cents per line each insertion. Special location will be charged extra.

This Commercial will be circulated extensively among wholesale and retail Merchants, Jobbers, Bankers, Brokers, Manufacturers, Hotel Keepers, Insurance and Loan Agencies throughout the entire Canadian Northwest.

Book, Newspaper, Railroad, Commercial and Job Printing specialties.

Office, 16 James St. East.

J. E. STEEN,
Publisher.

WINNIPEG, AUGUST 26, 1884.

C. BISHOP, butcher, Birtle, has sold out.

A. M. LEITCH, cigar, Portage la Prairie, has been burned out.

M. G. McLEAN, general store, Calgary, has assigned in trust.

S. ADAMS, hotel and butcher, Birtle, has sold out to Taylor Bros.

C. G. REID & Co., general store, Keewatin, have assigned in trust.

WM. BLACKMORE, contractor, etc., Winnipeg, is removing to Minneapolis, U.S.

McCORMICK & Co., butchers, Winnipeg, have sold out to Masterman & Benard.

GEORGE MORTON, general store, Waubeesh, has opened a branch at Whitemouth.

H. S. ARMSTRONG, general store, Poplar Point, has sold out to John Armstrong.

H. A. DART & Co., publishers, etc., Winnipeg, are offering their business for sale.

NIGHTINGALE, LARSON & Co., general store, Laggan, have dissolved. Business will be continued under style of Nightingale & Co.

PRATT MANUFACTURING Co., biscuits, etc., Portage la Prairie, have given up business.

ALLOWAY & CHAMPION, bankers, Winnipeg, are opening a branch at Portage la Prairie.

JOHNSTONE, ROCHE & Co.'s elevator at Minnedosa is rapidly approaching completion. It is the intention of the owner to have it in running order by the 1st of October.

THE Rainy Lake sawmill has resumed operations. The mill is now in first-class working order, and will cut about 30,000 feet of lumber daily. The owners intend to put on a night gang of hands, when the output will be nearly doubled.

THE total number of failures in the United Kingdom and Ireland for the week ending July 26, as reported by *Kemp's Mercantile Gazette*, was 84 as against 209 and 229 in the corresponding weeks respectively of 1883 and 1882. England and Wales had 58 failures as compared with 183 and 210 in the weeks specified; Scotland had 22 as compared with 19 and 15, and Ireland 4 as against 7 in 1883 and 4 in 1882.

THE condition of the lumber trade of the country as reported by the *Chicago Northwestern Lumberman*, showed but little change from the preceding week's report, and in Chicago, the chief lumber centre of the country, with the exception of the local building account, dullness has been the rule. The stock of lumber at the mills and in the markets of the northwest was accumulating faster than the depressed state of trade would demand, and some manufacturers had made a proposition to shut down in September. Much interest was manifested as to the result of the conference to be held on the 20th of August, but according to the report few anticipated that any considerable shutting down movement would grow out of the meeting. In the east the pressure of slow trade was not so seriously felt as in the northwest, and while sales were not made in great volume distribution had been steady and profits fair. Trade prospects in the rural districts of the west were everywhere being based on the crops, but it was generally conceded that, while a fair volume of distribution would take place during this coming fall, the full force of the revival would not be felt till next spring.

D. G. McBEAN, of the firm of D. G. McBean & Co., grain, etc., Winnipeg, is forming a partnership with his brother under style of McBean Bros.

THE steamer *Marquis* left Grand Rapids last Thursday, for Prince Albert, where she will lay up for the winter in company with the steamer *Manitoba*. Captain Davis, the superintendent of the W. & W. T. Company, will bring the crews overland as soon as the steamers are laid up.

THE London sugar market, as reported by F. Gerich & Co., under date of August 2, noted but little change from last report. Cane sugar was quiet, with a moderate demand for West Indian sorts. The fine sorts of Demerara were in good demand, and full prices were being paid. Floating cargoes sold very slowly. Beet-root sugar was extremely dull, and notwithstanding the small quantities on offer prices have further declined.

THE British labor market, as reported by the *London Labour News* of July 30, seemed to be approaching a more settled condition than had existed for some time. Among the colliers work was fairly active, and the Lancashire strike seemed likely to terminate in a short time, as at many of the collieries work had been resumed at the 10 per cent. reduction in wages, and the difficulty had been referred to a committee for settlement. Ship-building in the north continued depressed, and what employment there was had to be accepted at reduced wages. The engineers and boiler makers' strikes at Sunderland had not ended at the time of writing, but while the strike of the former trade showed no sign of abating, many of the boiler makers had returned to work. Railway building showed considerable activity and gave employment to a considerable number of railroad laborers. The Bradford joiners were still on strike, and the ironworkers of Staffordshire had intimated their intention of demanding an increase of wages during August. In the textile trades there was little to note, and on the whole, according to the report, trade was as brisk as could be expected considering the overproduction which had existed for some time previous. Emigration was rather slack and harvesting kept the agricultural laborers fairly busy.

Business East.**ONTARIO.**

J. M. Dennis, hotel, Puciville, is succeeded by M. Bolger.

A. H. Melville, dry goods, Lindsay, has assigned in trust.

Frank Gordon, hardware, Simcoe, has sold out to A. D. Ellis.

John Trevithick, carriages, Crediton, has sold out to E. Trevithick.

W. H. Rowe, furniture, Little Britain, advertises business for sale.

Reid & Co., general store, Bracebridge, have sold out to — Bowerman.

Mrs. A. G. Markle, hotel, Kincardine, is succeeded by M. Hodgins.

Clark, Harris & Co., furniture, Aylmer, have changed style to Cameron & Co.

Estate of John Cuthbert, books, St. Catharines, business is offered for sale.

Mrs. Kirk, fancy goods, Kincardine, is selling off and retiring from business.

Chas. Thompson, general store, Barnockburn, is succeeded by J. E. Thompson.

Walsh & Carey, cigar manufacturers, &c. have dissolved. J. T. Carey continues.

John G. Jones, hardware, Lucknow, is selling off and intends removing to Mitchell.

J. H. Neu & Co., manufacturers agents, Toronto; William Neu of this firm is dead.

Northwood & Stringer, grain, Ceztham. Their elevator is advertised to be sold on the 27th.

Starnaman & Co., fancy goods, Barrie, have dissolved. Starnaman retires and Simon Erb is admitted. Style is now Brighton & Erb.

M. Hodgins, hotel, Ripley, is removing to Kincardine. Laing & Robson, general store and cheese factory, Sheffield, have dissolved. C. W. Laing, continues alone.

Wall & Noble, general store, Lucknow, intends removing to Tara. Smillie Bros., general store, Maxville, have dissolved. Business will be continued by Alex Smillie.

QUEBEC.

McIntosh & Taylor, produce, Montreal, have dissolved.

H. Guillette, general store, Bedford, has assigned in trust.

Napoleon Bontin, general store, Valetort, has assigned in trust.

John Scott, general store, Scottstown, offers his business for sale.

V. Roberge, general store, St. Norbert, is about removing from here.

Alex. Langlois, general store, St. Francois de la Beauce, has assigned in trust.

Crawford & Gordon, wholesale and retail grocers, Montreal, have dissolved.

G. W. Jutras, general store, St. Francois de la Beauce. His stock is advertised for sale by trustee.

D. Smith, jr., & Co., paper stock, junk, etc., Montreal. Special partnership is continued to May 1st, 1887.

George C. DeZouche & Sons, paper-hangings, Montreal, have dissolved. Geo. C. DeZouche continues under same style.

NOVA SCOTIA.

John Logan, tanner, Pictou, has failed.

Samuel Ramoy, general store, Bridgewater, is dead.

Freeman & Mitchell, lumber, Lawrencetown, have dissolved.

Barnaby & Wado, grocers, etc., Bridgewater, have dissolved. H. C. Barnaby continues.

A. W. Corbett & Son, general store, Annapolis, have dissolved. George E. Corbett continues.

NEW BRUNSWICK.

James Miller & Bro., general store, Newcastle, Queen's Co.. James Miller, of this firm, has assigned in trust.

Take Advantage of the Dull Times.

Dull times with the manufacturer have their advantages as well as disadvantages. When the works are comparatively idle an excellent opportunity is afforded for making needed repairs, changes in the position and arrangement of machinery, and such other alterations in the plant as experience may suggest. In busy times, when the works are running full, the manufacturer can hardly be expected to stop to make repairs or changes that are not absolutely necessary, because every hour of interruption means a monetary loss. Alterations and re-arrangements made under such conditions are likely to be hastily conceived and hurriedly executed, and many things omitted that would contribute to the economical working of the establishment. When dull times come, then, as we have said, there is time both to study plans and to execute them, to devise improvements and to make them. True, in such times the expenditures are likely to exceed the income, but what of that, if by making changes in the plant the cost of future production is lessened? What is lost by way of expenditures is likely to be more than made up by improvement in the methods and cost of manufacture. In this era of active and close competition the methods of turning out productions have very much to do with the ability to maintain a position in the market. It is an excellent plan, when times are dull, to look about the works and ascertain what changes are necessary, or what would be improvements. The attention of the manufacturer when business is good is largely directed to the matter of obtaining and executing orders. Under such circumstances many needed changes are not thought of. Every alteration either in the arrangement of machinery, in the position or method of application of power, or other transformation of the plant, does not necessarily imply an improvement. Hasty changes are far more likely to turn out bad than those made after mature deliberation and careful survey of the situation.

Some manufacturers show a great reluctance to availing themselves of modern improvements. They go year after year with their old-fashioned wasteful engines which metaphorically eat their heads off, with antiquated machinery and appliances that enhance the cost of the products and fail to turn them out in the most satisfactory manner, with shops so arranged that the cost of unnecessary cartage consumes what would be a fair profit on the

business, or with men and methods that keep them far behind their competitors.

The economies of manufacture need be studied. In most lines they must be studied, and the help of scientific experts brought into requisition.

Dull times are not going to continue indefinitely. Some even now think they can see a light ahead, and that the future is full of promise for our industries. The far-seeing manufacturers will get their house in order now that their time is not fully occupied, so that they may be prepared to reap their share of business when activity once more sets the wheels of our industries in motion.—*Industrial World.*

A New Gas-Light.

For the past three weeks the York departure platform at Euston Station has been lighted upon a novel principle—namely, with an incandescent gas-light. The light was invented by Mr. Lewis some two years since, but the present is its first public application on a commercial scale. Before, however, it was applied at Euston the system underwent careful trial at the company's works at Crewe, and if it answers expectation at Euston—which so far it has—it will no doubt be widely adopted by the London and Northwestern Company. The principle of the burner is the mixing of air under pressure with common gas, the light being produced by the incandescence of a platinum-wire gauze cap which forms the apex of the burner. The air and gas are mingled at the burner in such proportions that perfect combustion takes place, so that it is impossible for any unconsumed carbon to escape. The power used at Euston for compressing the air is simply that of a B'sshop gas-engine of two-man power, which is sufficient to supply the air to a much greater number of burners than are at present in use there. The platform is 900 feet long, and it is very effectively lighted by 20 Lewis burners, which have taken the place of 50 ordinary burners previously in use.

No lanterns or glasses are used, and the light is perfectly steady, there being no flame. It is moreover, quite unaffected by wind or rain. The burners are constructed to consume 18 feet of gas per hour, but they are actually consuming only 12½ feet, so that if necessary a very much more brilliant light could be given than this. It is stated that the quantity of gas consumed is 17 per cent less than with the ordinary system, but that fully double the candle power is obtained.

Then, again, the expense of the glass lanterns is obviated, as well as the labor of keeping them in order. An arrangement of this system has also been perfected for house-lighting which gives the same results without the necessity of using power to compress the air. On the whole, the invention seems to be a practical success, and in view of its value as avoiding the formation of noxious vapors by combustion, and not less of its apparent economy, it would seem to have a good future before it, now that it has been practically started.—*London Times.*

SIXTY car loads of cattle from Montana ranches have passed over the C.P.R. track south lately.

H. SHOREY & CO.,
 WHOLESALE
CLOTHIERS,
 —AND—
Mantle Manufacturers,
 32 to 40 NOTRE DAME STREET WEST,
 54 to 62 ST. HENRY STREET,
 — MONTREAL.
No. 33 LOMBARD STREET,
WINNIPEG.

North-Western Planing Mills
 Main St., Opposite C. P. R. Station.
SASH, DOORS, BLINDS,
 And General House Furnishing
 Made to Order.

The Wholesale Trade supplied on the Best
 Terms. Orders attended to promptly.
PATERSON & MITCHELL.

Winnipeg Warehousing Co.
STORAGE FOR ALL KINDS OF GOODS
 BONDED OR FREE.
 Customs Government Bond in Building.
 Freight advanced. Negotiable Receipts issued
 and Goods Insured. Charges moderate.
 Warehouses and Offices: POINT DOUGLAS AV. and HIGGINS STREET.
 JOHN E. DINOMAN, Acting Manager.

BISHOP & SHELTON,
 Steam Cabinet Works,
WINNIPEG.
 We are now prepared to fill all orders entrusted
 to us with dispatch.
MANUFACTURING A SPECIALTY.
 298 MAIN STREET.

GRIFFIN & DOUGLASS,
COMMISSION MERCHANTS,
 AND WHOLESALE DEALERS IN
PRODUCE AND PROVISIONS.
 70 PRINCESS ST.
 WINNIPEG, MAN.

City Roller Mills.
D. H. McMILLAN & BROTHER,
 Manufacturers of and Dealers in
ROLLER PROCESS FLOUR,
 In the following Grades:
 Patente, Strong Bakers, and Spring Extra.
 Graham Flour, Cracked Wheat,
 Bran. Snorts, Oats, Barley and Oatmeal.
 MILLS: FOOT OF LOMBARD ST.,
 WINNIPEG.

PARSONS & FERGUSON,
Wholesale Paper Dealers.
 SPECIALTIES:
 BUILDING PAPERS, PAPER BAGS.
 WRAPPING " TWINES.
 PRINTING " ENVELOPES.
 WRITING " ACCOUNT BOOKS.
 BLOTTING " MEMORANDUM "
 WALL " SCHOOL "
STATIONERS' SUNDRIES.
 Sole Agents for Manitoba for ALEX. PIRIE & SONS,
 Aberdeen, Scotland, the largest Paper Manufacturers in
 the world.
 RORIE ST., one block east of Main St.,
 WINNIPEG.

W. J. GAGE & Co.,
 WHOLESALE
BOOKSELLERS & STATIONERS,
 STAPLE & FANCY STATIONERY,
 PAPERBAGS, WRAPPING PAPERS, ETC
 8 Notre Dame St. East, Winnipeg.
 W. P. GUNDY, WHOLESALE ONLY.
 Manager.

THOS. W. TAYLOR,
 THE PIONEER PAPER RULER,
 AND
Blank Book Manufacturer,
 Of Manitoba and the North-West.
 13 OWEN STREET, WINNIPEG, MAN.

Campbell, Spera & Co.,
 WHOLESALE IMPORTERS OF
GENTS' FURNISHINGS, FANCY DRY GOODS, SMALLWARES, ETC
 Manufacturers of White Dress Shirts, Colored Shirts, Overalls, and
 Woolen Shirts and Drawers,
 Corner of William and Princess Streets, - WINNIPEG, MANITOBA.

FEILDE, HAFFNER & CO.,
Wholesale Produce & Commission Merchant
 SOLE AGENT FOR THE CANADIAN NORTHWEST FOR THE
DOMINION ORGAN AND PIANO CO., OF BOWMANVILLE, ONT.
 AGENTS WANTED THROUGHOUT THE WEST.
 P.O. Box 359. Office: Cauchon Block, Winnipeg.

J. H. ASHDOWN,
 Wholesale Dealer & Importer of all kinds of
Shelf and Heavy Hardware,
 STOVES AND TINWARE,
 PAINTS, OILS AND GLASS,
Railroad and Mill Supplies.
 The Trade furnished with our ILLUSTRATED
 CATALOGUE on application.
 Corner Main and Bannatyne Streets,
WINNIPEG.

WOOD ENGRAVING!
THE BISHOP ENGRAVING AND PRINTING CO.,
 (LIMITED)
 20, 22 and 24 Post Office Street,
 TELEPHONE. WINNIPEG.

THE CROMPTON
Corset Co.,
 MANUFACTURERS OF
SUPERIOR CORSETS,
 78 York St.,
TORONTO.

The Commercial

WINNIPEG, AUGUST 26, 1884.

THE BUTTER GLUT.

Some time ago we had occasion to draw attention to the surplus of butter in the Winnipeg market, and since then there has been a steady increase in the quantity on hand, until now there is a perfect glut of the market. This glut is not now the result of importations as no supplies have been drawn from eastern sources for several weeks, and very little since the middle of May last. It is the steady increase in the quantity of the home product that is adding to the surplus stock, and the worst feature about the matter is that a very large proportion of the butter from local sources does not reach the city in a state fit for keeping over until colder weather brings a decrease in supply. The farming community of the Northwest will require to be older, wealthier and possessed of more improvements on their farms before good butter will be a general product. Yet the bulk of the butter reaching this city, if received in a comparatively fresh state by an experienced grader and packer, could be carefully repacked and kept in good condition until a winter market brought a fair price for it. That butter grading and packing has not become an industry this summer may seem strange to many. But when careful inquiry is made its absence is by no means astonishing. It seems that it is impossible to convince both farmers, and country merchants who purchase their butter, or take it in trade, of the unusually low price of the product this season. At present the finest qualities of dairy butter can be purchased in eastern markets, and, with the low rates of summer freights, laid down in car lots in Winnipeg at from 15 to 16c a pound. Such butter is well-packed and ready for sale on arrival here, while the best lots of local require more or less handling or fixing, and afterwards are, as a rule, inferior to the best eastern brands. Our local butter is, therefore, not worth more to the man who undertakes to grade and repack it, than from three to four cents less than the best eastern, even when the quality is unquestionable. A momentary comparison of these figures with those of a year ago will show how hard it must be for local butter producers to realise the drop

which has taken place. Some, who are butter producers now had to purchase butter for their own use a year or so ago, and pay from 35 to 40c a pound for it, and now that they are producers, to accept 10 to 12c for their surplus product and believe that they are getting its full market value, is a difficult dose to swallow. Yet such is the case, and the drop in price has been general all over this continent. In the city of Chicago, within a year or so, creamery butter of the finest quality has sold as high as 35c a pound, and now choice to fancy creamery ranges between 15 and 16c. While there has been a heavy decline in the price of almost every agricultural product during the past year, that in butter has been exceptionally heavy.

If the older markets of this continent have experienced such a heavy decline in prices, there are reasons why it should be more marked in Winnipeg. This is the first year in which Manitoba has been able to supply her home demand from local sources, and the province is steadily making its way towards exporting butter to markets from which it has hitherto drawn supplies. Under such circumstances the decline in prices must of necessity be rapid and heavy. We had a similar and even severer experience in oats. The country advanced from the position of an importer to an exporter of this grain within one year, and the consequence was a drop in price in the city of Winnipeg within a little over a year from 75 to 16c a bushel. It should be steadily held in view, that upon the exportation of farm products the growth in wealth of this province depends, and all such commodities must eventually reach a price at which they can be exported at a profit to eastern markets. It is very unfortunate that just as Manitoba has advanced far enough to come in competition with the east, that prices there are lower than they have been for a number of years.

It is at all times folly to attempt to stem the tide of the law of supply and demand, and this is exactly what Northwestern dairy farmers and country merchants have been trying to do of late. They have just succeeded in holding butter at such a price that it would not pay any man to go into the grading and repacking of butter, and the consequence is that at least half a dozen car loads of the product are now scattered over the country, the bulk of which will be held until

it is simply grease, whereas, if disposed of before now, at lower figures, it would have been packed and stored in condition to make it available for winter supply. Strange it would be, yet it is quite possible that importations from the east will be again necessary during the coming winter, after thousands of pounds of local supply have been allowed to go to waste.

RED RIVER IMPROVEMENT.

The question of the deepening and otherwise improving the Red and Assiniboine Rivers, so as to make them valuable arteries of commerce, is a fitting work for a body like the Winnipeg Board of Trade to interest itself in, and it is to be hoped that their efforts to interest Sir Hector Langevin, and the Government he is connected with in the undertaking, will not be without their good effect.

In endeavoring to secure the support of Sir John A. MacDonald's Government in this work of improving our Northwestern water stretches, there are other difficulties besides these which face us in any attempt to loosen the Dominion purse strings in favor of this country. The first and greatest of these difficulties is that the policy of the Mackenzie Government in the Northwest included not only the improvement of these water stretches, but also their being utilized as links of the great trans-continental highway, the securing of which has been the aim of so many Canadian statesmen. It must be admitted, that while the Mackenzie policy would have accomplished much in this way, which would have been useful in years to come, it lacked that boldness which has characterized the policy of the present Government, and some of its details had not a little of the appearance of an acknowledgement of the inability of the Dominion to construct the great railway from Atlantic to Pacific. In short, the Mackenzie Government lacked the confidence and earnestness in the great project which their successors have so steadily maintained. Whether they were wise in this lack of confidence and boldness it is needless now to discuss; a few years will settle the question beyond a doubt. Sufficient to say that their amphibious scheme of crossing the continent has been spurned by their successors, and the much greater undertaking of an all rail route steadily adhered to. Now it is only natural for a Government as well as an individual in rejecting a project or an

idea to make the mistake of running to the opposite extreme; and we would not be making slanderous accusations if we stated that Sir John A. MacDonald's Government had fallen into this natural mistake. While the bulk of \$100,000,000 in money, lands, works and guarantees has been expended on the construction of a transcontinental railway, less than one-twentieth part of that amount has been expended upon the improvement of our waterways. It might have been policy for the present Government a few years ago, to maintain this contempt for the utility of these waterways, but the time for persisting in such a course is surely at an end now. The construction of the C.P.R. is fast approaching completion, and is now so far advanced, that the idea of using waterways in our transcontinental highway is no longer necessary, the railway having, with the exception of a portion of the road still uncontracted on the north shore of Lake Superior, supplied all that water could have done. Therefore in throwing aside their apathy as to the value of our Northwestern water stretches, Sir John's Government could not now be accused of adopting a single point of the policy of their predecessors in office. But by adopting a liberal policy in this respect they would confer great advantages on the Northwest, and open up channels of traffic which would prove valuable feeders to the C.P.R., and greatly swell the volume of its traffic. Even if they were determined to follow out a policy of making Northwestern progress subservient to eastern interests the improvement of our navigable streams would in no way interfere with the same, but would only widen the field for eastern operations. It is to be hoped that the visit of Sir Hector to the Northwest will not be without profit in this respect. While the Northwest would profit directly by any assistance granted for this work from the Dominion, Sir John's Government would no doubt be gainers. There are in this country thousands of the Premier's former faithful followers, who are now shaken in their fidelity to himself and his party, but who would only be too ready to again drop into line on his side, were this and a few other concessions made to the Northwest, none of which would make any very heavy demands upon the Dominion Treasury. The political glory, which for a time dazzled people, as the C.P.R. went marching

across our prairies westward at a startling speed of construction, is now rapidly becoming dim in the slow progress made through Rocky Mountain passes, and something is necessary now to revive its brightness in this portion of the Dominion. Sir John cannot find a better process of brightening than in a policy of improvement of our Northwestern waterways.

EMERSON'S DEBTS.

The appeal of the people of Emerson through Sir Hector Langevin to the Dominion Government for assistance in the way of relieving that town of some of its present burden of debt, is certainly a request, which if acceded to, would, according to the logic of many people, furnish a very dangerous precedent, and encourage every reckless town corporation or municipality to appeal to Ottawa for the payment of debts, which were the results of their own folly. It is astonishing how ready we are, when others appeal for assistance, to recapitulate all the folly which necessitated the appeal being made, and the struggling town of Emerson has any number of such Job's comforters at present, who are ready to show such sympathy as the friend of humanity extended to the weary knife grinder. To such people in this country the old adage about glass houses and stone throwing has a powerful meaning at present; for there is no use trying to hide the fact, that luck more than good judgement is to be thanked for other towns in the Northwest escaping the troubles of Emerson.

It is usual to look for a precedent in such cases as the appeal from Emerson, and there need be no difficulty in finding plenty of them. We may not find many town or city corporations to refer to, but we can find innumerable instances of other appeals much less justifiable or expedient being acceded to. Even provinces can change such appeals into demands, like Quebec at last session of the Dominion Parliament, and catch the ear of the Ottawa Government. A non-paying railway or some other elephant is a common equivalent for Dominion favors, and Emerson is in a position to offer better value in this respect, than the Dominion has secured in the most of its dickers. Unfortunately Emerson does not possess sufficient Parliamentary representation to be able to back up its claims with a threat of secession from

confederation, or if it had its success would be certain.

We do not agree with the *Free Press* that nothing but Dominion assistance can save Emerson from repudiation. The town is able to pay its debts if it gets a fair opportunity. But a fair opportunity it cannot now get, for it is in much the same position that some of our unfortunate business men were in during the present year, namely, surrounded by a circle of hungry creditors, most of them as unscrupulous as they are hungry, whose jealousy of each other prevents any practical arrangement for the town to pay its debts. If the Dominion did not advance a dollar to the town, its guarantee of the town bonds would be sufficient to give Emerson a chance, and enable it to get money at moderate, instead of crushing rates. With such an advantage there is no fear, but in a very few years, Emerson would be one of the most prosperous towns in Manitoba. It is to be hoped, therefore, that if the Dominion Government cannot assume the debt of Emerson it can, at least, afford some kind of a guarantee that will give the town a chance of paying its debt.

THE WINNIPEG GRAIN INSPECTOR.

The *Sun*, in criticising the action of the Winnipeg Board of Trade in insisting upon a Grain Inspector for this city, thinks the Board too hasty, and suggests delay until Mr. Van Horne's visit to this city took place, and, with refreshing coolness, adds, that it matters not when the inspection takes place, if it be for the interests of the North-western farmer.

We may inform the *Sun* that the Board took no action in this matter, until the general Superintendent of the C.P.R. refused to meet with its committee upon this subject, a fact the *Sun* seems to have forgotten, although reported in its columns. For the benefit of our contemporary's short memory, we shall mention that Mr. Van Horne has already come and gone, and no further overture for amicable arrangement has been ever hinted at by that gentleman.

We beg to correct the statement of the *Sun* to the effect that it is of no consequence whether Manitoba grain is inspected here or at Port Arthur. The Board of Trade of the city of Winnipeg would certainly forget itself very much, if it consented to the grain of this province being inspected in any Ontario town. Manitoba grain must be inspected and graded in Manitoba, even if the Board have to publicly proclaim grades fixed elsewhere unauthorized and fraudulent.

W. E. SANFORD & CO.
Manufacturers of Clothing.

45 to 49 King St., 24 McDermott St.,
HAMILTON & WINNIPEG.

Northwest Timber Co.,
 (LIMITED),

Manufacturers and Dealers in every description of

LUMBER.

MANAGING DIRECTORS:

T. H. CARMAN AND ALEX. MOFFAT.

YARDS AND OFFICES:

Corner of Austin and Sutherland Streets,
WINNIPEG, MAN.

AG. PORTER.

W. M. RONALD.

PORTER & RONALD,

DIRECT IMPORTERS OF

CROCKERY,
GLASSWARE,
CHINA
LAMPS,
CHANDELIERS,
CUTLERY,
SILVER-PLATED WARE & FANCY GOODS.
 271 MAIN ST., WINNIPEG

WINNIPEG FURNITURE and UNDERTAKING HOUSE
M. HUGHES,

Dealer in

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

Hodgson, Sumner & Co.

Importers of

DRY GOODS,
 SMALL WARES,
 AND FANCY GOODS
 BEADS, CUTLERY,
 JEWELRY,
 STATIONERY
Druggists' Sundries, Etc.

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

A. RAMSAY & SON,
 MANUFACTURERS OF
PAINTS!!

VARNISHES, COLORS
 DEALERS IN
 Cement, Plaster, Brushes, Glue,
 ETC., ETC.
 269 MAIN STREET, WINNIPEG.

Magneso-calcite Fire-proof Co.
 Manufacturers of Magneso-calcite Lined Solid Body
FIRE & BURGLAR PROOF
SAFES!

Fire-proof Treasure & Express Chests,
 BOND, NOTE AND JEWELRY CASES.
FIRE-PROOF LINING
 For Vaults, Partitions, Shutters, Doors, etc.,
 and Champion Fire-Proof Material, for Fire-
 proofing buildings, etc.
 See testimonials and samples with
A. A. ANDREWS,
 General Agent for Canada,
 Leland House Block, opposite City Hall,
 Box 957. WINNIPEG, MANITOBA.

MacNab, MacLean & Co.
 WHOLESALE

WINE, LIQUORS
 AND CIGARS,
 8 and 10 James Street West,
WINNIPEG.

James Bissett & Son,
TEA IMPORTERS,

General Commission Merchants.
 All Supplies Brought Direct from
China and Japan.
 Gerrie Block, Princess St., Winnipeg.

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

SAMUEL HOOPER, DEALER IN MONUMENTS, HEAD
 Stones, Mantle Pieces Grates, etc. Special designs fur
 nished on application Cor Bannatyne and Albert Sts
 Winnipeg.

Foundries: Hamilton and Toronto.
The E. & C. GURNEY CO., Limited,
 Manufacturers of
STOVES!!

RANGES & FURNACES.
 Wholesale Warehouse, Rupert St. West,
JAMES BURRIDGE, WINNIPEG.
 Manager.

Sparkling Lager Beer!!
 Is now ready for the Market at the
REDV. JOD BREWERY
 Delivered anywhere in the City at \$3.50 per keg
 [EQUAL TO ANY IMPORTED BEER.]

Fine Stock Ales a Specialty.
EXTRA PORTER AND STOUT
 In Wood and Bottle always on hand.

REDWOOD BREWERY,
 The Largest Institution of its class in Western Canada,
ED. L. DREWERY, Proprietor,
 North Main Street, WINNIPEG.

A. B. JAMES BANNATYNE, ANDREW STRAIN
BANNATYNE & CO.,
 (SUCCESSORS TO A. G. B. BANNATYNE)

WHOLESALE GROCERS
 AND DEALERS IN
 Provisions, Wines & Liquors.
 333 MAIN STREET, WINNIPEG, MAN.

JAMES O'BRIEN & CO.,
 WHOLESALE
CLOTHING

—AND—
GENTS' FURNISHINGS,
 PRINCESS STREET,
D. FRASER, WINNIPEG.
 Manager.

WINNIPEG
STEAM COFFEE & SPICE MILLS.

Having procured the latest and most improved
 Machinery for Grinding Coffee, Spices, Mustard
 Cream Tartar and Baking Powder, I am now
 prepared to furnish the Trade with the very
 best articles in the above lines at moderate prices
 Coffee Roasted and Ground for the Trade in my
 Improved Patent Air-Tight Cylinder Roaster
 The Cylinder being air-tight, but little of the
 Aroma can escape, and it is impossible for the
 gases from the fire to enter the cylinder and in
 jure the flavor of the coffee as is the case in
 other inferior roasters. Coffee roasted in this
 way will go further and be better flavored than
 that roasted by any other process, and is con-
 sequently cheaper.

C. H. GIRDLESTONE,
 30 and 32 Owen Street, WINNIPEG.

WINNIPEG MONEY MARKET.

The past week has been one in which bankers might have enjoyed a holiday in the city of Winnipeg, so quiet have monetary affairs been. Among the regular mercantile houses possessing lines of discount their has been practically no demand for money. There has not, during the present year, been a time when the volume of this class of paper was lighter. Even renewals have been but little asked for although there has been a little irregularity in payments from the country, most of which have been covered without renewal paper being presented. The dullest point in the year being reached, and no increase in the demand is looked for until September opens. Rates, although somewhat nominal, are unchanged, and are: first-class paper, 3 per cent.; ordinary, 9 to 10; and promiscuous discount and one name paper, 10 to 12. In loans on real estate mortgage there has been quite a lull, and very little enquiry has been made during the week. This is owing to harvest operations having commenced, and the farming community being thus engaged. As soon as it is over, a lively demand is expected, and, with scarcely an exception, companies calculate upon having a heavy business during the fall and winter. There is very little enquiry from the city, although some good business is looked for during September. Rates of interest still range from 3 to 10 per cent., but are in a great measure nominal at present. Altogether monetary affairs in the city have been very quiet during the week.

WINNIPEG WHOLESALE TRADE.

Throughout the wholesale trade of the city during the past week, there has been a slightly livelier feeling, and matters are gliding steadily into the flow of the fall trade, although progress in that direction has been slower than in former years. The slightest adverse circumstance or unpromising event seems to act like a check upon the cautious buyers throughout the country, and produces a timidity which is unquestionably the result of last years disappointment. In seasons goods a small proportion of country merchants have bought liberally and have evidently reached thorough confidence in the future. The great bulk of them, however, have made much lighter purchases than they did a year ago, and evidently much lighter than the demands of the next few months will call for. The orders from such men as a rule are only about half in quantity of what they were a year ago, and are made with the view of having no more stock than is absolutely necessary to open the season with. There are still a small proportion of retailers who refuse to place full orders until the harvest is safely gathered in. The situation altogether, while supplying proof of the safety of trade affairs throughout the country, is in many instances tantalizing to travellers, and these gentlemen have made up their minds that a great share of their ground will have to be doubled this season, necessitating a great amount of extra work to themselves and extra expense to their houses. The city trade is affected in a similar way, although not to the

same extent, and retailers are persistently slow in laying in fall stocks. In goods of every day consumption there has been very little change in the state of affairs, and the slightly quiet feeling of the previous week prevailed, and is expected to continue until harvest is over. Lines connected with the building trade still enjoy a good share of activity, and a little extra rush during the few weeks preceding the setting in of severe frost is confidently looked for. In the prices of staple goods, there has been a monotonous absence of change, there being scarcely a change to record. Collections for the week have not been too free, at which wholesalers are not seriously disappointed as this is the tightest month of the year. Both sales and collections are expected to improve as soon as September is fairly opened, and the safe gathering in of crops will doubtless give an impetus to trade of every kind.

AGRICULTURAL MACHINERY.

The season for agricultural machinery is about coming to a close with the exception of threshers, which are still in fair demand; light implements such as plows will be in better demand in a few weeks. The leading houses express themselves highly satisfied with the season's business. They have been able to dispose of about all of their harvesters and threshers; consequently there will be little to carry over during the winter. Collections have not improved, but it is hoped that they will in a few weeks.

BOOTS AND SHOES.

Trade in this line is still improving as the season advances. Orders from the country during the week have been liberal, and travellers on the road report the prospects for a large fall business, as very encouraging. Collections are fairly satisfactory.

CLOTHING.

There is no change worthy of note in this line. Orders are numerous, but as a rule for small quantities. Country dealers are extremely cautious in their purchases, until the crops are fully secured, when trade will be active, as stocks are low, and must be replenished soon, to meet the wants of the trade. Collections are reported as fair.

CROCKERY AND GLASSWARE.

Trade in this line is still rather slow. The enquiry so far is for staple goods only. The demand in fancy lines is very limited. Travellers on the road speak hopefully of a heavy trade in the near future. Collections are very good.

DRY GOODS.

Country merchants are still slow in giving orders, save for goods that are absolutely necessary to supply the demands of their customers. This hard to mouth policy will continue until farmers commence marketing their grain when it is expected that orders will assume larger proportions. Wholesalers are satisfied with the situation, and think that heavy stocking will be the exception and not the rule this season. Collections are fair.

DRUGS AND CHEMICALS.

There is no change to report in this line. A fair business has been transacted during the

past week. Orders are arriving freely and for fair quantities. Collections are satisfactory.

FANCY GOODS AND SMALL WARES.

Trade in this line during the week has been fair. There is considerable enquiry, both in town and country, and business promises to be good from this time out. Collections show, some improvements over last week.

FISH AND POULTRY.

There is a plentiful supply of fish in the city at present. Lake Winnipeg white fish is quoted at 8c., and Lake Superior trout at 10c.; poultry are scarce, but game, especially wild ducks are a drug on the market; they are selling at 5 to 7c. a piece; Spring chickens, 40 to 50c. a pair, and fowl range from 35. to 50c. each.

FRUIT.

The demand for fruit continues good, and the supply is fair. Apples are coming in in fine condition, and of good quality; the prospects are that they will range low this fall and winter; at present they are worth \$6.50. to \$7.50. per barrel. California pears are quoted at \$7 plums \$3.75.; grapes \$4.50. to \$5 and peaches \$4. Tomatoes are \$4.50 per basket. Watermelons are in stock and range from 80 to 90c. a piece. Dried fruits are unchanged.

HARDWARE AND METALS.

Trade in this line is still fair. Building operations are still active, and while this continues business will be good. Collections have not improved, and are very irregular. There is no change in values. Quotations are: Tin plate 10, 14x20, \$5.00 to 7.00 a box; 10, 20x28, \$13 to 13.50; Canada plates 24.35 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 29c 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.

Business in this line during the week has been fairly active, while there has been no rush a fair trade has been transacted. Collections have improved and are reported as fair. Prices 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.

SADDLERY AND HARNESS.

Business continues steadily to improve as the season advances. So far the season's trade has been much better than was expected. The local demand is all that could be desired, while country orders have been liberal. Collections are satisfactory. Prices are unchanged and quotations are as follows: 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 shows some improvement over last week, and wholesalers are sanguine

that a good fall and winter's business will be transacted. Collections are reported good.

FURNITURE.

Country orders have come in more freely during the week than for some time past. The local demand is still very slow, and collections are very irregular.

GROCERIES.

There is no change to report in this line. Business continues good, and collections satisfactory. Prices remain as they were, and quotations are as follows:—Yellows, 7½ to 8c; granulated 8½ to 8½c, and Paris lumps 9½ to 10c. Coffees, Rios, 14 to 17c; Java 21 to 24c; Jamicas, 17 to 20c, and Alocha 30 to 34c. Tea, Moyunc gunpowder, 25 to 70c; Japans, 20 to 45c, and Congous 24 to 70c. Syrups, single crown, \$2.50, and triple crown, \$2.75 per keg.

LUMBER.

There is still a steady demand for lumber. The supply in the city is steadily decreasing, and before the winter sets in stocks will not be hard to carry, as building operations both in the city and country are exceedingly active. Correct quotations cannot be given.

PAINTS, OILS AND COLORS.

Trade in this line has improved somewhat during the week, but is still slow. Country orders are fair, but the local demand is anything but encouraging. Collections are fair, and prices are as follows: Linseed oil raw, 71c per gal; boiled, 74c; 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: rachine oils, black 30c; oleine 50c; fine qualities 65c to \$1. Coal oils, Headlight 32c; water white 37c. Calcined plaster, \$4.50 per bl; Portland cement, \$6; white lead, genuine, \$8.00; No. 1, \$7.50; No. 2, \$7. Window glass, broken, first break, are quoted at \$2.75.

WINES AND SPIRITS.

Wholesale merchants in this line have done a fair trade during the past week. City collections are still irregular, while remittances from the country are satisfactory. Prices are unchanged and quotations are as follows: Hennessy's one star, \$13 to \$14; in wood, \$4.50 to 5.00 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 \$5.50 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, Ramsay's in wood, \$3.50 to \$4.00; Coal-Isle Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$5.50; flasks, \$10.50. Irish whisky, John Jameson & Sons, in wood, \$3.50 to \$4; Bernard's, in cases, quarts, \$5; 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; Moet & Chandon, quarts, \$27; pints \$29; G. H. Mermin, quarts, \$28; pints \$30; Piper Heidsieck, 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 \$9.50.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

No movement of grain of any kind save miller's receipts from their warehouses in the country. Provisions are in good demand and values are in all cases somewhat higher than our last quotations.

WHEAT.

Receipts are still nil. Quotations are firm at 90 to 95; for No. 1 hard. Low grades according to quality.

OATS

are in good demand at firmer prices. 55c is the usual quotation for good samples for round lots, as the stock in the city is small. Holders are firm in their views, and it is not unlikely that prices will go higher.

BARLEY

Nothing doing in old. New receipts are expected soon, when quotations can be given.

FLOUR.

Shipments have not been better this season than at present. The local and western demand is reported excellent, while eastern shipments are fair. Quotations are as follows: patents, \$3.10; strong bakers', \$2.70; XXXX, \$2.50; and superfine, \$2.90.

BRAN AND SHORTS.

Millers are unable to fill their orders, consequently prices are firm and higher. Quotations are: bran, \$12 and shorts \$14 per ton on track.

POTATOES.

It is hard to give exact quotations, but from 25 to 35c is the usual quotation for good stock, although some dealers claim that they have bought cheaper.

EGGS.

Stocks are fair at present in the city, and prices are without essential change. Quotations are: 20c for fresh lots.

BUTTER.

The market is still glutted with medium and poor stock; choice dairy is in demand at 19 to 22c, while the other grades are installed at any price.

CHEESE.

There is little if any change to report in this article. Prices remain as they were, and sales are few and far between. Quotations are: 13 to 13½c for plain new in round lots.

BACON.

Trade continues rather quiet in this line. Prices, however, are firmer in sympathy with outside markets. Quotations are: dried salt, 13½ to 14c; spiced rolls 16c., and English breakfast, 16½c.

MESS PORK.

This product is held firm, and \$23 is now asked and received freely; market closes firm.

HAMS

are in good demand, and prices are firm, in sympathy with outside trading centres which are reported high. Quotations are 17½ to 18c. and firm.

MESS LEEF.

No change to report in this product. Quotations are \$18 per barrel

CHOPPED FEED.

Chopped feed is in good demand at \$28 per ton.

MINNEAPOLIS.

The markets on 'change have not shown much ambition the past week, and values have been somewhat uncertain, with a weak tone manifest on all hands. There was not much demand for cash goods, and futures were but lightly dealt in. The weather since Saturday has been an element which contributed much to the depression, the bears thinking it might not clear up soon, and the bulls fearing a sudden return of warm, dry breezes. While the rain has been general and heavy throughout the Minneapolis wheat belt, there are no reports of damage of a serious nature, either in sections where the harvest was over, or where it had just begun. Settled weather for a few weeks, which is confidently expected, will undoubtedly place the magnificent crop just ripened out of reach of anything except the worst of fall weather.

The rain stopped threshing and the movement of new wheat, hence samples have not been plentiful. In the older sections of this belt many farmers who still hold the bulk of the crop of 1883 have stacked their grain and are engaged in plowing. They can afford to hold for higher prices and expect to get them. Strong & Miller report this as the case along the lines where they have elevators, and others tell the same story.

So far as heard from there is less smut than last year, a fact due to the more careful selection of seed and the sowing of more pure Scotch life, a wheat which never smuts. In southern Dakota and Minnesota, however, farmers used much soft seed, and their new crop is very smutty in consequence.

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:

No. 1 hard	92	92	92	92	\$1.16
" 2 "	89	88	89	89	1.12
" 1 northern	80	79	80	80	1.10
" 1 "	75	74	75	75	1.06
" 2 "	72	71	72	72	1.01

During the week No. 1 hard, seller October, sold at 83c., and sales of new wheat by sample ranged from 65 to 87c.

New oats are coming in freely and sell slowly at 25½ to 26c for No. 2, while old No. 2 are

quoted at 29 to 30c. Corn is scarce and in some demand at 50c. for No. 2.

MILLSHOFF.—Is quiet and steady, bulk bran selling in car lots at \$7.25 to 7.50 per ton, and bulk shorts \$10.50 to \$11.50 per ton.

FLOUR.—The market shows rather more life with an increase in the volume of orders, but prices are not advancing, though some millers predict an early improvement, giving as a reason the growing scarcity of old wheat and the usual demand for old wheat flour later on. Others say that unless the rains continue to such an extent as to damage the new crop, the flour from it will be of so high quality that few experts will be able to distinguish between new and old. If the latter view be justified by the facts, old wheat will soon be neglected in the markets and millers will reap better profits by grinding new exclusively. At this writing, however, the barometer indicates more rain, and if it comes in quantity, old wheat will more than hold its own. Export business is very dull, with no signs of improvement, but the eastern demand is fairly active, with many reporting sales for several weeks ahead.

Quotations show little change, prices at the mills for car or round lots being as follows: Patents, \$5.25 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 2.40, in bags; red dog, \$1.60 to 1.80, in bags.

Notwithstanding that several of the mills ran quite irregularly two or three days last week, the flour production reached the hundred thousand barrel mark. The output for the week amounted to 100,104 bbls.—16,985 bbls. daily—against 101,030 bbls. the preceding week. This week there will be less flour made, and the decrease is likely to extend over two or three weeks. All of the mills on the west side of the river were shut down on Monday on account of repairs to the canal. Two large mills were shut down Saturday, and two smaller ones are able to run only day time, while two others of medium size remain in long-standing idleness—making a capacity of over 4,000 bbls. that is idle. This leaves sixteen of the mills of the city running full time, though not crowding capacity. Under these circumstances, the production must show quite a falling off. The flour market shows rather more life, with an increase in the volume of orders, but prices are not advancing. Some millers, however, predict an early improvement, counting on the scarcity of old wheat, coupled with the usual demand for old wheat flour later on, to bring it about.

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

	RECEIPTS.		
	Aug. 19.	Aug. 12.	Aug. 5.
Wheat, bush...	291,000	235,000	204,500
Flour, brls....	500	500	625
	SHIPMENTS.		
	Aug. 19.	Aug. 12.	Aug. 5.
Wheat, bush ..	25,700	55,500	39,000
Flour, brls ..	97,566	102,008	87,593
Milshoff, tons..	2,319	2,746	2,567

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

	MINNEAPOLIS.	
	Aug. 18.	Aug. 11.
No. 1 hard	167,810	186,327
No. 2 hard	81,062	86,427
No. 1	274,323	452,437
No. 2	78,016	83,370
No. 3	7,917	9,437
Rejected	11,667	4,668
Special bins	25,303	22,622
Total	646,098	875,288

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.		
	Aug. 19.	Aug. 12.	Aug. 5.
In elevators, brs.....	30,000	46,000	62,000
	DULUTH.		
	Aug. 18.	Aug. 11.	Aug. 4.
In elevators, bus.....	375,930	479,782	503,790

—Northwestern Miller.

CHICAGO.

Trade in this market during the past week has been quiet. Values have been fairly steady, and fluctuations have been confined to a very narrow range. Outside orders are scarce and trading has been almost entirely local. On Tuesday quotations closed as follows:

Wheat,	Aug., \$0.76½	Sept., \$0.78
Corn,	51½	50½
Oats,	24½	24½
Pork,	27.00	22.00
Lard,	7.70	7.75

On Wednesday trading was more active, especially in corn which was excited and nervous, owing to report of damage to the crop by dry weather in many of the corn growing sections. Oats were stronger in sympathy with corn. Hog products were firm, and trading active. Closing quotations were:

Wheat,	Aug., \$0.77½	Sept., \$0.79½
Corn,	54	53½
Oats,	25½	25½
Pork,	27.00	22.00
Lard,	7.70	7.75

Thursday, a quieter feeling prevailed and values were lower. There were few orders from the country, and local trading was limited. Corn was less active for futures, but a good demand existed for cash. Oats closed a trifle easier in sympathy with corn. Hog products were lower early in the session but rallied towards the close. Quotations at the close were:

Wheat,	Aug., \$0.77½	Sept., \$0.78½
Corn,	52½	52½
Oats,	25½	25½
Pork,	27.00	21.50
Lard,	7.67½	7.65

On Friday trading was more active in grain, and values were higher early in the session, but under heavy offerings the advance was lost. Hog products were weak and lower. Closing quotations were:

Wheat,	Aug., \$0.77½	Sept., \$0.78½
Corn,	52½	52½
Oats,	25½	25½
Pork,	27.00	21.25
Lard,	7.65	7.67½

On Saturday trading was slow and values were without any essential change. Foreign advices quoted steady markets. Hog products were steady but the feeling at the close was one of weakness. Quotations at the close were:

Wheat,	Aug., \$0.77½	Sept., \$0.78½
Corn,	52½	52½
Oats,	25	25½
Pork,	27.00	20.50
Lard,	7.60	7.62½

TORONTO.

STOCKS.

The local market during the past week has exhibited considerable strength, and a higher range of values have been established. Wednesday's closing bids, as compared with the week previous were:

	Aug. 13.		Aug. 20.	
	190½	182½	108	109½
Montreal	190½	182½	108	109½
Ontario	177½	179	110½	114
Molson	121½	123½	125	125½
Toronto	49½	52½	190	190
Merchants	113½	113	116	116
Commerce	46½	50		
Imperial				
Federal				
Dominion				
Standard				
Hamilton				
Northwest Land				

GRAIN AND PRODUCE.

There has been quite a change in this market during the week. Holders of wheat have come to the conclusion that it is not policy to hold prices from 15 to 20c per bushel above those ruling in the United States. Concessions have been made which has led to some business having been transacted. Other cereals are without change. Dealers are waiting for new crop developments. Stocks in store stood on Monday as follows: flour 2,375 bbls., fall wheat 54,800 bush., spring wheat 67,401 bush., oats 3,829 bush., barley 2,247 bush., peas 1,213 bush., and rye 442 bush.

WHEAT.

A fair business has been transacted during the week. Holders are unloading and shippers have bought several round lots of No. 3 fall at as near as can be learned about 90c. Spring grades are quiet and range from 82c for new to 96c for old. On the street new fall has sold for 85c. It is of good quality and in fair condition.

OATS

are scarce and in good demand at firm prices. Car lots of good quality have changed hands at 40 to 42c. Damaged oats are slow sale at 36 to 38c.

BARLEY.

No receipts of the new crop are yet on the market but they are expected before another week, when quotations can be given.

RYE.

Nominally unchanged; prices range from 60 to 62c.

PEAS.

Nothing offered, consequently no business. No. 2 is still quoted at 73 to 74c. Street receipts none.

FLOUR.

The demand has been very limited during the week, and there is no change in values to report. Superior extra is quoted at \$5, and extra \$4.70.

POTATOES

have shown no change; round lots are not yet moving, and small lots range from \$1 to \$1.25 barrel,

BUTTER.

Receipts have fallen off during the week, especially those of choice dairy, the demand for which is active, and prices are firm at 15 to 15½c for really fine. Medium has been moving in default of better at 13 to 14c but it must be good to bring this price. Street receipts are light and prices steady at 18 to 20c for pound rolls. Tubs and cracks range from 15 to 16c.

EGGS

are unchanged; all offerings find a ready market at 16c and worth 18c for really fresh.

CHEESE

is in better demand, and prices are firm at 11c for round lots of prime. Small lots have changed hands at 11½c.

PORK.

There is no change to note in this product. The demand is rather slow, and \$21 is still the quotation.

BACON.

The demand for bacon has improved somewhat, and prices are firm but not quotably higher. A car of long clear changed hands at 16c, and tons and cases are moving freely at 10½ to 10¾c. Cumberland, in small lots, is worth 10c. Rolls and bellies are scarce and firm at 12½ to 14c. Markets closed strong.

HAMS

are wanted at firmer prices but stocks are exceedingly light, consequently values are expected to go still higher. Canned are worth 15½ to 16c, and pickled 13¾c.

LARD.

The demand has improved, and prices are firm in sympathy with outside markets. Small lots have changed hands at 11½ to 12c.

APPLES.

Receipts are increasing, but all offered are readily taken when sellers will accept the market quotations which are from \$2 to \$3.50 according to quality.

POULTRY.

Offerings are small, and spring chickens range from 45 to 60c, and duck 60 to 75c per pair.

SUNDRIES.

In dried apples there is little or nothing doing. Oatmeal, per 136 lbs., \$4.25 to \$4.40. Cornmeal, none on the market.

The New York Pointers.

The wheat bears have had it almost entirely their own way this week. Prices to Friday night went off over 3c. per bushel for No. 2 red, but less for spring. The small-stocks-abroad theory of higher prices lost what friends it had and the bears found it difficult to identify bulls with as much certainty as one week previously. The more immediate elements in determining the downward movement were found in reduced purchases for foreign account and the almost unanimous reports of brilliant weather in the wheat growing regions at home and in Europe. The latest advices from Russia and from India, instead of being unfavorable, as had been intimated, were greatly improved. These points, when combined with exceptionally large arrivals of wheat at the seaboard, forced a declining market, in the face of the fact that Chicago and Milwaukee reported smaller receipts from the country and a decidedly bullish feeling on change at those cities. I found a consistent and persistent bull on the floor of the produce exchange, yesterday, and asked him how he regarded the situation at

present. He said that current estimates of the size of the wheat crop were too large. All this talk about 555,000,000 or 550,000,000 bushels was on a par with the prediction by a leading New York daily two years ago, that we would have 600,000,000 bus.—when the outturn was but 504,000,000. He would be very much surprised if the harvest, when counted, is found to equal 500,000,000. "The tendency the world over," said he, "in relation to all extensively grown crops, is to overestimate a large crop and underestimate a short one. We are undoubtedly to have a very full harvest of wheat this year—as we did two years ago, and as then, we are overstating it ten or twelve per cent. Farmers have been marketing rather freely of late; this was required to furnish funds for outstanding indebtednesses and for current wants. But with wheat at \$1@52c. at Chicago, in my opinion but comparatively little will move off the farms at present. I do not think, notwithstanding the late unexpected era of low prices, that our farmers are prepared to market their crop freely at from 60 to 75c. per bus. from 500 to 1,000 miles west of Chicago. The recent account of relatively small stocks in the United Kingdom will not find it an easy matter to be ignored, if American farmers refuse to sell the wheat at the prices mentioned."

"Then you have faith in higher—or somewhat higher prices for wheat within sixty days?"

"I have stopped predicting the course of prices, but a comprehensive report on the supplies, present and prospective, of wheat in India and Russia would prove of vital importance at this time in gauging the future of the market for breadstuffs. It has to depend now largely on conjecture. I do not find evidence to satisfy me that Europe can depend so largely on those sources of supply as she did last year. That proving true, and American wheat of excellent quality being quoted over 30c. per bus. lower than at the corresponding time last year, it suggests to me a very considerable probability of better figures."

The editor of one of the leading financial and commercial weekly papers published here—a gentleman who has given the subject of the demand and supply of grain the world over considerable attention—said to me yesterday that he expected to see wheat go down to 75c. per bus. at Chicago this season. It is, of course, an easy matter to toss off world-wise opinions like this, but that referred to I have reason to believe is based on something more than merely a superficial view of the situation, and is worth as much as any opinion as to the future course of prices can be. The outlook for 75c. wheat I suggested might prove an unfortunate prospect for the farmers, who would have to sell their grain of course at from 5 to 10c. less in many instances. In reply, it was suggested that much that had been said about the cost of raising wheat (the outlay per bus. when garnered) is open to the same objections that are made to the (interested) estimates as to the cost of making pig iron and steel rails. A year ago a leading steel rail producer stated publicly that rails could not be sold at a profit for less than \$37.50 or \$40 per ton. They are selling to-day at \$28 to 29 per ton, and it is fair to

presume that the furnaces so selling are not losing \$8 or \$9 per ton. Pig iron, we have been told, could not be disposed of profitably by manufacturers at less (for No. 18) than \$20 per ton—the present nominal price. Yet there have been sales made at \$19 for No. 1, and speculative warrants here are \$1.50 lower. Further, southern (bituminous) pig has been selling in Connecticut in competition with Pennsylvania irons—after paying freight from Alabama and Tennessee or Virginia. These instances do not prove how cheap iron can be made and sold, but they do prove that the theories propagated on the subject one year ago are wrong—that "necessity is the mother of invention"—and that we are doing better work for less money than we supposed we could. The speaker then compared the cases cited to the cost of raising wheat. He referred to the fact that the Washington agricultural bureau had put forth an estimate of the cost of raising wheat in various sections of the country, according to which 75c. at Chicago would mean disaster to the farmer. "But," he added, "the missing element appears in the disregard of the fact that the cost of raising an acre of wheat which yields 25 bus. is no greater than that which produces but 10 bus." He evidently does not apprehend great suffering with wheat at 75, even if it does mean reduced profits.

Indian corn has been stronger than wheat, owing to a decline in the visible supply, light receipts at all points and rather more active trading. The flour market can not be called better Western shipments (for export) direct have drawn off a good deal of the profits once found here in the commission business. Heavy supplies, however, have tended to leave prices a little lower. There is a great quantity of good stuff here, but the demand is not quite as good as it has been.

Saturday's market continued depressed for breadstuffs in all lines. The only new point brought out was the reiterations at the west of the low state of stocks of wheat held there, it being asserted that they have almost disappeared.

On Tuesday next the work of re-establishing the grades of wheat will be undertaken by the proper committee of the produce exchange.—*Northwest Miller.*

Freight Rates and Exports.

Ocean freights continue firm and high. The following rates, reported by Henderson Bros., agents of the Anchor Line, were current on the New York market during last week:

Ports.	Flour, per 100 lbs.	Wheat, per bus.
Liverpool....	19.69c	12.0c.
London.....	16.88c	8.0c.
Glasgow.....	18.28c	9.0c.
Leith.....	19.69c	
Bristol.....	22.50c	11.0c

The exports last week were 39,130 bags, 300 bbls. flour, 661, 014 bus. wheat. For the same time last year the exports were 18,068 bags, 493 bbls. flour, 497,885 bus. wheat.

Freight rates, on flour and wheat, all rail, per 100 lbs, are: To Chicago, 15c.; to New York, 35c.; to Boston, 40c. The lake and rail rate is 5c. less to the east.

The United States Dry Goods Market.

Notwithstanding all of the complaints which have been freely made during the six months ended on the 30th June, statistics abundantly prove that the aggregate of production and distribution during that period has been nearly as great as in any other six months of the nation's history. This statement may be surprising to most people, nevertheless the fact remains; the leading jobbers will confirm the statement, and add, what is quite true, that the pecuniary turnover during the same time is considered less, because of the shrinkage in value of all kinds of textile fabrics. An extremely satisfactory feature of the trade in dry goods is the complete absence of all wild speculation, such being strictly confined to bankers and brokers in Wall street. Small profits and quick returns have been the *modus operandi*, and in consequence the country was never more affluent than it is at this moment in the solid elements of prosperity. Reports received from the cotton-growing districts of the South and all of the agricultural centres are favorable, the present condition of the crops indicating that the yields will be abundant and far in excess of our own requirements.—*Dry Goods Bulletin*.

A Proposed African Railway.

The inevitable expedition will have to go by the route which nature indicates and man has followed since the days of Cambyses—that is to say by the Suakim-Berber line, which is the nearest passage between the Red Sea and the Fifth Cataract. Just as certain it is that a railway connecting these points will prove the indispensable adjunct and instrument of the undertaking. The narrow-gauge line which we can and must lay would go up with the troops, water, feed and support them, connect them at every hour with the sea and supplies, and continue to exist and to be profitable when the last British soldier had quitted Suakim. Long ago such a line ought to have been constructed. It has been contemplated ever since the early days of Ishmail, and Tewfik would have established it, and Hicks defeated the Mahdi. We ourselves observed when the discussion first arose about despatching Gordon, that "the best possible governor-general for the Soudan would be the Berber-Suakim railway." Even if Egypt expended the money for its construction, it would prove the wisest outlay she ever made; but, as a part of the cost of the campaign of relief alone, it would save vast sums, and may be considered, indeed, as a *sine qua non* of the enterprise, and the first and most important business to take in hand, when once the word is uttered that all these people who look to England for succor are not to perish. Of course the railway thus contemplated must be cheap and simple. Experienced contractors affirm that a narrow-gauge line can be laid over the easy country in question at the rate of five or six miles a day. The distance is about 250 miles, and allowing for preparations and organization, it could be finished, whatever the weather, in four months. It is estimated to cost £750,000; but then it would be a property and a very good one, sure to develop commerce and intercourse, and "smash

the Mahdi" by the means most fatal to him. Fifty miles of the metals are lying ready at Woolwich; the ironmasters of the Midlands could supply 100 more at short notice, and the rest could soon be provided. Payment, slender enough in the eyes of the British Navy, but dazzling to an Arab, would set the tribes of the desert to work night and day upon the job, and every league completed could be protected by armed trucks and engines, which could be held like Mobile fortresses. Water may be got in quantities by means of tube wells wherever the Arabs find it indrilets, or might be run up and stored in tanks; and all the way to within fifty miles of Berber there are springs; while at Koreb, on high ground, there is quite a beautiful oasis, fit for a sanitary station. Moving up by this swiftly built line—which would have no great elevations to climb, and no serious hollows to bridge—the column of rescue would arrive at Berber, probably with little or no fighting, for even the fiercest tribes would know the Mahdi's reign to be over when the railway reached from Mount Erko-weet.—*London Telegraph*.

The Business and Labor Situation.

The first six months of the present year were months of dull trade and low prices in this country as well as in other manufacturing countries, but they were not with us months of general distress because of lack of employment for labor. The manufacturing and all the productive industries of the country were active, all reports to the contrary notwithstanding. Very few of our people have been unemployed because there was nothing for them to do. Our mills and factories and workshops have but slightly reduced their productions below that of other years. Consumption of all manufactured products has been remarkably well maintained. But prices have been low. Competition has been keen. Wages have been lower than they were a year or two ago, but the prices of the necessaries of life have also been lower, so that workmen fared but little worse than in more prosperous periods. If the workman whose wages have been reduced from ten to twenty per cent will carefully compare the prices of the necessaries of life with the prices of the same articles a year or two ago he will be surprised to learn how great has been the change in his favor, and how much more a dollar will buy now than it did then. The truth is that the chief sufferers from the business reaction which now prevails are the employers of labor, who are compelled to sell their products at prices that yield very small profits, and in some cases at no profits at all. Take steel rails, for instance. At \$30 per ton, who, that is at all familiar with the business of manufacturing them, will say that the large capital that is invested in their manufacture is sufficiently remunerated for its use and its risks? And risks often bring heavy losses that the public knows nothing of, because manufacturing companies do not advertise their sores. But all the same it is a serious matter when a railroad company fails to pay for a big lot of rails. And so with bar iron and other forms of rolled iron. At 1½ cents per pound for merchants bars where is the manufacturer's

profit? If there is a profit at all it is surely very small. And so we might go through the whole list of manufactured products, including cotton and woolen goods. Profits are everywhere small when there are not absolute losses.

We have never sought to deceive the workmen of this country, nor could we be induced to distort or to suppress facts for anybody's benefit. Workmen have reason to put faith in the statements we are now making. We tell them in all candor that, instead of complaining, instead of listening to the croaking of demagogues, they have much to be thankful for in this period of wide reaction from a long course of extraordinary business activity. Neither this country nor other countries could go on indefinitely building railroads and opening mines and erecting workshops at the rate that has recently prevailed; and now that our people, in company with the people of other countries, are passing through a reactionary stage that bears heavily on capital, the man who is still employed at wages that will still preserve to him and his family the comforts of a home is well off and not badly off. In time, and we hope in a little time, the tide will turn and both prices and wages will advance, but unless the situation in this country should grow very much worse than it now is, let no man say that there are hard times for American workmen. They are hard times for the employers of these workmen, and that is the whole story.—*The Bulletin of the American Iron and Steel Association*.

The Transport of Goods by Electricity.

Professor Fleming Jenkin, of Edinburgh, delivered a lecture on "Telpherage, or the Automatic Transport of Goods by Electrical Means," before the Glasgow Science Lectures Association. The chairman (Sir William Thomson), in introducing the lecturer, said that Professor Jenkin proposed to apply electricity in altogether a novel way, and one which was most interesting to the society. The Professor had long been interested in engineering subjects, and his latest idea was to show how goods, parcels, and possibly passengers, were to be carried overhead through the same power as that which had done so much under the sea in the shape of submarine cable. Professor Jenkin, at the commencement of his lecture, explained the origin of the word "telpherage," and said that it was derived from two Greek roots, and meant the "far carrying." It was the old story of a person hanging a pair of boots on a telegraph wire and expecting that they would be sent to a distant friend that had set him thinking about the possibility of really carrying the idea into practical use. By means of a model railway, built upon a platform on raised supports, wires stretched from point to point taking the place of fixed rails, he proceeded to explain the system upon which he would carry out his invention on a larger scale. Two model trains were set in motion and successfully made a round of the circular railway, the motors working admirably. The professor then explained the system under which the motors worked and how the electricity was utilized in carrying along the road the load put on the suspended wire railway. In working out this

idea he had simply made use of the perfectly well-ascertained electric laws which had been developed chiefly in connection with electric lighting. Some ten years ago, had this idea occurred to him, he should have put it to one side, as that time there was too much to be done in respect to electricity to make it practicable. But one thing led to another, and electric lighting had developed dynamos to such an extent that sufficient power had been attained to use it as a motor, and it was the great development of that power which had led him to make the experiments the results of which he was about to explain. He then gave a description of the "line," and referred to the difficulties he had experienced in getting up a proper kind of "locomotive." He had aimed at conquering gradients that no steam locomotive could look at. It was necessary to avoid electric locomotives all losses of power by friction. It took curves easily and without any friction whatever, and there was hardly any possibility of the trucks been thrown off the line. A model train was next run along a model railway terminating in a series of octagon circles, and the trucks took the curves freely and without a hitch. He now came to the economical question, to see how far from being a mere toy the idea could be developed into a practical working machine able to do the work required by the manufacturers of the country. The lines were not intended to compete with the railways, but rather to act as feeders to them by collecting goods throughout districts, carrying them to the stations, where they would be put into trucks. This would have a great influence upon the railway traffic. The class of line he would put up with posts and rods ought not to cost more than £500 per mile. For engine-power for a 25-mile line he would put down £1,500 per annum. In concluding, Professor Jenkin said he did not propose to touch upon all the matters connected with the possible development of his scheme. He would simply leave his hearers with the impression that the whole contrivance was what he might simply call an electric horse and cart.—*Millers' Journal*.

The Polly of Cutting.

Ideas of value, as of other things, are inclined to run to extremes. As in an upward movement prices seldom stop at a reasonable limit, so when declining they trench on the cost of production, and in both cases every man's idea of value is, as a rule, made up of a compound of the ideas of all other men with whom he has exchanged views. No matter how high prices reach, some are always found who believe they will go yet higher, and when they are low many are ever predicting yet further declines.

Purchases are seldom made because the price is low. Especially is this true in depressed times, when any price is high for an article which is not needed, and when men buy only because they must to meet requirements. Such unlimited buying is independent of price, and would result at any price. In times of prosperity a cut may possibly be made without entailing any further effects, and may serve to

work off a surplus stock, but in times like the present it is taken as an acknowledgment on the part of the seller that prices are too high, and begets further lack of confidence and exerts a permanent injurious influence upon trade. The lowness of price is in everyone's mouth, and the news of every concession flies on the wings of lightening in all directions. Other dealers and manufacturers meet the cut in self-defence, and another lower level of prices is established, only to again recede at the news of the next cut. The demand for lower prices becomes chronic on the part of the purchaser. Public opinion is formed on a lower estimate of values, from which the recovery is difficult. It is therefore a serious thing to cut prices, and one that should not be resorted to except under very exceptional circumstances. Men are prone to buy on an advancing market. They are equally disposed to avoid a declining one, and the cut weakens general demand. Values usually sicken with increased demand, and experience teaches that the converse is also true, that demand increases as values grow firmer.—*Industrial World*.

The Belt Question.

The question, "Which side of a leather belt shall run on the pulley side?" seems not to obtain a universally satisfactory solution, and some establishments use both ways. The foreman, who prefers the coaptation of the flesh side with the pulley, claims that his belts last longer. In favor of this practice, a writer in the *Journal of Railway Appliances* gives these reasons: "Leather is fibrous, and under a glass shows small triangular sections, the granular or very delicate part being at the apex on the smooth side of the belt, while the fleshy bottom part is a coarse and thicker fibre, but when properly skinned, it is just as smooth as the grain, and a great deal tougher and more enduring. Belts that have run on the grain for some time become cracked, because the tenderest part has been subjected to the hardest usage. If the fleshy side does the work, the grain side being elastic, the fibrous part becomes bound closer together. This view was unequivocally sustained recently by the thirty years' experience of the proprietor of one of the most extensive belting factories in the country, who said the belt thus run in the "natural position of the hide." On the other hand, the superintendent of an establishment where heavy machine tools are made runs all his belts grain side to pulleys, claiming a closer contact and longer endurance. These pulleys are all of turned, finished iron, and possibly the different pulley material may account for these differences as to use. Wooden faced pulleys, especially above twenty-four inches in diameter, are coming into use again.—*Journal of Commerce*.

The Largest Wooden Vessel Ever Built.

It is generally believed that the largest sized sailing ships have been built within the past three or four years. This is not the case. Probably the largest wooden ship ever built was launched at Quebec on June 25, 1825. This was the timber ship Baron of Renfrew.

An account of her launching taken from an old paper gives her dimensions as follows: "Length 309 feet; breadth, 60 feet; depth, 38 feet internally, 57 feet externally; anchor, 4½ tons; tonnage, 5,888 tons; from taffrail to keel, 50 feet; mainmast above deck, 75 feet, whole length, 104 feet; mainyard, 73 feet; bowsprit, 60 feet; draught of water, loaded, 24 feet; length of tiller, 28 feet, 14 inches diameter; hemp cable 27 inch, 100 fathoms, and weight 126 cwt.; chain cable 120 fathoms, links 14 inches long, 7 inches over, of 7-inch bar iron: cargo on board when launched, 4,000 tons of timber; cargo, from 8,500 to 9,000 tons; 30 times around the capstan make a mile; 4 time, the surface of the deck equal one acre; 3,000 tons timber to build her, 12 tons oakum, 125 tons iron." This vessel was lost on the Flemish Banks in October of the same year.—*Maritime Register*.

EMERSON.

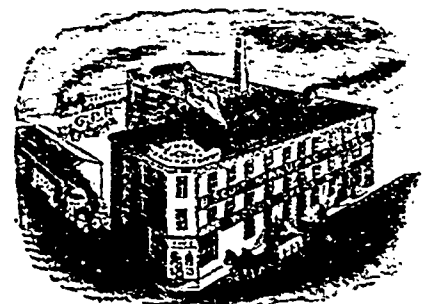
It is estimated that about 500,000 bushels of wheat will be marketed here. From all appearances the average yield will not be below forty bushels to the acre.

Vegetables of all kinds are plentiful. From the memory of the "oldest inhabitant" this has been the most successful season for gardening ever known in this section of the country.

The crops north, west and east of Emerson look magnificent. Never were the prospects for a bountiful harvest any brighter. The farmers are all busy cutting barley, and will commence cutting wheat next week. A good many farmers intend doing away with stacking their grain and thrash immediately after cutting. As a natural consequence of the farmers being all hard at work, business in the city is very quiet, but the merchants are hopeful of doing a rattling trade after harvest.

The great Panama Canal of Lesseps will be completed in 1888. Some \$42,000,000 has already been expended. About all the difficult and expensive work has been done and the work will be rapidly pushed.

ENCOURAGE HOME INDUSTRY. THOMAS G. WOODS, Manufacturer of Choice Havana Cigars. All orders promptly filled. 361 Main Street, opposite Dominion Block, Winnipeg.



Manufacturers of

BISCUIT—every variety. Brooms. Coffee & Spices. Self-Raising Flour.

The Trade only supplied, and on best terms. Send for Price List.

WOODS, OVENS & CO.
Factory and Office—Corner Higgins, Fonseca and Argle Streets, Winnipeg.

IMPORTANT

TRADE SALE.

PEDDIE & CO.,

Will sell at Auction to MERCHANTS ONLY
50 BALES BED COMFORTERS,
10 BALES BLANKETS, PRINTS,
Hosiery, etc. Also Teas, Tobaccos,
Currants, Raisins, etc., etc., on

Wednesday & Thursday, Aug. 6 & 7

at 2 P.M. each day, also on
AUGUST 13th and 14th,
same hours, at

76 PORTAGE AVENUE.

Merchants will do well to attend.

MONEY TO LEND.

MORTGAGES & DEBENTURES PURCHASED.

Western Canada Loan & Savings Co.

HEAD OFFICE, TORONTO, WALTERS, LEE 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. MACNAB & SON,

Office, Dundee Blk., Main St., Winnipeg.

G. F. CARRUTHERS.

J. H. BROCK.

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

RENTS COLLECTED. ESTATES MANAGED.

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 (LIMITED) \$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., Lead 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 pur-
pose 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: *Hargrave Block, Main Street.*

H. R. MORTON

KILLAM & HAGGART, Solicitors. Manager.

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 SMALL 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
O! 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.
42 FRONT STREET EAST, TORONTO.

EDWARD TERRY,
PORTLAND, KEENS' and THORALD CEMENTS.

PLASTER PARIS,
Fire Brick and Clay, Sewer Pipes, Hair, Lime, White
and Grey, Land Plaster, Salt, &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, Bar-
ley.
Wheat buyers at all Shipping C.P.R. Stations.

Geo. J. Maulson. W. S. Craig.
GEO. J. MAULSON & CO.,

Grain and Flour Exporters

—AND—
GENERAL COMMISSION MERCHANTS.
Office: Cor. Main and Post Office Streets
WINNIPEG.

Canadian Pacific Railway. (WESTERN DIVISION)

CHANGE OF TIME

On and after July 20th, 1884, Trains will move as follows:

Table with 4 columns: Direction (Going West/East), Departure/Arrival times, and Station names (e.g., Winnipeg, Brandon, Regina, Swift Current).

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.

Table with 4 columns: Direction, Departure/Arrival times, and Station names (e.g., Winnipeg, Portage la Prairie, Brandon, Moose Jaw).

Table with 4 columns: Direction, Departure/Arrival times, and Station names (e.g., Winnipeg, Emerson, Morris, Gretna, Manitou).

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

Train leaves Winnipeg for Stonewall, Tuesdays Thursdays and Saturdays at 9.30 a.m., arriving at Stonewall 10.30 a.m. and Stonewall at 10.55 a.m.

Train leaves Winnipeg for West Selkirk Tuesdays, Thursdays and Saturdays at 4 p.m., arriving at West Selkirk 5.40 p.m.

- Daily
Daily except Mondays
Daily except Saturdays
Daily except Sundays

Train move on Standard time. JOHN M. FOGAN, Gen. Superintendent. W. C. VAN HORNE, Gen. Manager.

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.

F. B. 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, on Clark Street, south east corner of Radoloff, Grand Pacific Hotel and Palmer House.

"THE NIAGARA FALLS ROUTE." This is the popular route from Chicago to Toronto and all other points in Canada.

Five through Trains a day from Chicago leave at 3.45 a.m., 8.55 a.m., 1.20 p.m., 8.55 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. LEDYARD, Gen. Manager, Detroit. O. W. FUGGLES, 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 or address

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

SAM McCLELLAND, Northwestern Agent, LELAND HOUSE BLOCK, WINNIPEG.

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.

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

J. A. McCONNELL, Travelling Passenger Agent. F. BORD, General Traffic and Passenger Agent.

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

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.

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.

Trains leave St. Paul for Sioux City, Omaha, Kansas City and San Francisco at 7.10 a.m. and 3.35 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.

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, Gen. N. W. Pass. Agt., St. Paul, Minn. CHAS. N. BELL, Commercial Agt., Winnipeg, Man.

Chicago and Grand Trunk Railway.

GOING EAST.

Leave Chicago 9.10 a.m., 3.30 p.m., 8.20 p.m., arrive at Port Huron 10.30 p.m., 5.30 a.m., 10.35 a.m., 10.10 a.m., 6.15 p.m.

Leave Port Huron 6.10 a.m., 7.55 p.m., 8.00 p.m., 4.15 p.m., 11.00 a.m., arrive at Chicago 6.60 p.m., 7.45 p.m., 8.00 a.m., 6.40 a.m., 9.00 a.m.

Pullman palace sleeping coaches are run through with out change, between Chicago, and Bay City, Detroit, Toronto, Montreal, Boston, Niagara Falls, Buffalo, and New York via Port Huron, as follows:

GOING WEST. Trains leaving New York 6.45 p.m., Buffalo 12.10 p.m., Suspension Bridge 1.00 p.m., and Port Huron 8.00 p.m.

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

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

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

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

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

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.

CEO. G. REEVE, Traffic Manager. W. J. SPICER, General Manager.