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The Commercial

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

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

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NO. 15

The Commercial

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

ISSUED EVERY TUESDAY

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

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Office, 16 James St. East.

STEEN & BOYCE,
Publishers.

WINNIPEG, Tuesday, Oct. 3, 1882.

WINNIPEG, JAN. 9, 1883.

A PRIVATE bank has been opened at Crystal City, by Johnston, Wallbank & Co.

JOHN WOODS, hotel keeper, Winnipeg, has been sold out under landlord's warrant.

THE fire record of the week consists of the burning of an old boarding house, near to McMillan's Mills. The house was completely destroyed.

BEHAN & MCINTYRE, grocers, Winnipeg, have assigned in favor of their creditors. The liabilities are not heavy, and assets make a fair showing.

BENNET & DOUGLAS, of the Douglas House, have dissolved partnership. Capt. Douglas retires, and the house will be conducted by W. Bennett alone.

A GOOD share of valuable information can be had from the prospectus of the Winnipeg Consolidated Mining Co., just issued. They can be had at the Company's office.

THERE have been some wild rumors of glanders among horses in this vicinity, all of which

are greatly exaggerated. Less than ten actual cases are now known of in the vicinity of Winnipeg.

E. MANUEL, manufacturer of brooms, Winnipeg, has given up business, owing to insufficient demand for the goods he manufactured, and an inability to compete with the goods from the east.

CONTRARY to general expectation, the new addition to the City Hall has been making rapid progress, and as yet only three days building operations have been suspended owing to cold weather.

IT SEEMS as if the hopes of the farmers are likely to be in part realized very soon. Wheat in Chicago and other American cities of the east has advanced fully five cents a bushel during the past week.

A REGULAR stage is now run between Pilot Mound and Manitoba City, twice a week by Baird & Stonewall. It leaves Manitoba City Wednesdays and Saturdays, and Pilot Mound Tuesdays and Fridays.

THE eastern hop markets are again on the rise, and an advance to \$1.50 a pound is again predicted by some parties, most of whom, however, are interested in an advance, and the wish is with them father to the thought.

THE Hub Hotel is another institution which has closed its career during the past week. M. A. McLean held a chattel mortgage on its contents, and foreclosed the same. Several other creditors are out of pocket.

THE Toronto Globe has published a telegram from London, England, to the effect that the Duke of Manchester has not resigned the presidency of the North-west Land Company, and has no intention of retiring from its directorate.

While the thermometer has been oscillating between 30° and 40° below zero in the Red River Valley, track laying has been progressing on the C.P.R. west of the Saskatchewan, at the rate of two miles a day, and the weather has been mild and pleasant.

THE Selkirk Herald of the 5th, says:—"A great many of our merchants and others have been speculating in wood and have bought to such an extent that all the available space in the G.P.R. yard is occupied, notwithstanding

the fact that upwards of fifty car loads are shipped each day.

At a meeting of the leading butcher's of Winnipeg, held at the Norfolk House, on the evening of the 2nd, it was unanimously resolved to discontinue the practice of giving credit, and make all business transactions strictly cash. The resolution takes effect on the 15th of this month.

THE Sheriff's sale of the goods at the Grand Union did not come off, as was advertised, last Thursday. Mr. R. Gerrie, the proprietor entered some objections, and threatened to enforce them with a club, and after a parley and consultation of creditors, the sale was postponed for ten days longer.

MCDONALD & SHIELDS are still in possession of the C.P.R. from Rat Portage to Thunder Bay, and as their terms of contract extend to next Fall, they insist upon holding the line in their possession all summer, and upon having a heavy subsidy for carrying mails between Winnipeg and Thunder Bay.

At the Provincial Court on Saturday, a case of obtaining goods on false pretences came up. F. B. Robertson charges Hutchings & Rice with obtaining \$500 worth of furniture on false pretences. The defence is that the goods were obtained in the ordinary course of business. Bail was given, and the case sent up for trial. It will be of interest.

MR. DUNCAN McARTHUR has retired from the management of the Winnipeg branch of the Merchants' Bank, and is succeeded by Mr. Miller, the assistant manager. Mr. McArthur has been ten years in the banking line in this city, and was the senior manager of a Winnipeg chartered bank. In fact, he was the pioneer in that line. He will remain in the bank directorate.

THE Chicago Times Jan. 1, the most plethoric paper that has ever entered our office, contains nearly six columns on Manitoba and its wonderful progress, which is from the pen of Mr. Richards, their representative, who spent several weeks in the province recently. The review is the most unbiassed we have seen in any American paper, and deals generally with the Prairie Province.

A Real Estate Boom.

There are still a number of unemployed speculators lingering around Winnipeg, as pilgrims linger around a shrine of a departed saint, who was the one object of their admiration. In the minds of such there is still a faint hope of a return to the excited and reckless days of last winter and spring, when imaginary fortunes were made in a few weeks, only to be melted with the advent of returning reason, which seemed to dawn gradually upon many in the North-west as the past summer advanced. Numbers of these still hopeful individuals are still staggering under a load of real estate, another instalment of payment of which may, and probably will bring their hopes to rude disappointment. It is hard to persuade such that the North-west has settled down to a period of gradual progress, in which plodding industry must be the main avenue to ultimate wealth, and that success depends upon the throwing away of wild speculative ideas, and settling down to legitimate business. They still cling to the hope of a "Boom," and the frantic attempts they make to assist in raising one, are something ludicrous. Two weeks ago a small item appeared in several Manitoba papers announcing, that a certain Menonite village was booming, and that the boom had gone so far as the location of three stores and about half-a-dozen other buildings. Certainly, booming had but a flimsy foundation in that case, but it had as good as in many other instances, where an attempt to revive a real estate excitement was made.

Unfortunately "Booms" do not progress so rapidly as desired by some, and even the business of real estate is now down to a system by which only the industrious business man can succeed, and it must be acknowledged, that the absence of a Boom has purged that branch of business of many, who were thoroughly irresponsible as well as unscrupulous, and left it in the hands of an altogether better class. There is plenty of openings to success in the real estate business in Manitoba yet, but these are open only to those who do a steady legitimate business, and not to the dreaming and adventuring speculator.

Mining News.

There is now no more doubt about a great mining industry springing up around the Lake of the Woods district, and quite an enthusiasm exists on the subject not only in the North-west but in the Eastern Provinces and the United States. Already not less than seven mining companies have been formed having their headquarters in Winnipeg, and several others are being formed in leading cities of the United States. Among the companies who have made progress in mining operations the Winnipeg Consolidated has shown unusual activity. Their shaft is now sunk to a depth of some forty-feet, and they are arranging to put on three shifts, so that there will be no let up to their endeavors, until actual production is in full blast. The Keewatin Mining Company have also been active and have their shafting operations carried almost as far, and are making their arrangements for three shifts also, and will add to their present vigor. From the Lake Winnipeg Compa-

ny's workings there has been no news for some time, but operations have been going on for weeks under an experienced mining captain, with one shift of men. This company are also making arrangements to put on three shifts, and get to the work of actual gold production with as little delay as possible. In all of these mines the most encouraging signs have been met with, and the evidences of valuable gold deposits are in each case plain to even the unpractical eye. The best feature of the Keewatin Mining is that the production of gold must become an established industry to be profitable, and mines there are likely to be as steadily productive as a good coal mine, and in all probability much more profitable to their owners. While, therefore, the production of gold will add to the wealth of the North-west, the locating of thousands of industrious miners will be an even more pleasing feature of the mining operations.

It is but natural that with operations thus rapidly advancing, the stock of the most active companies should be increasing in value. Purchasers of Winnipeg Consolidated stock made during the last two weeks at 50, are now held for an advance, and the indications are that this will soon be secured. Keewatin stock is now held at par, and only from a few isolated holders can it be purchased under that. Both of these will be listed during the present month, and once fairly in the market, there is no doubt but they will advance rapidly. Lake Winnipeg stock is now quoted at the Bourse at 50, and shows marked signs of advancing. The sales at that office during the week have been about \$5,000 worth of Winnipeg Consolidated; \$5,000 of Lake Winnipeg, and \$3,000 of Keewatin. These sales have been made at the above quotations, with the exception of a very small proportion of Keewatin, which went at a shade below par. It is a noticeable fact that a very fair proportion of the stock is purchased by visitors to the North-west, who have had considerable experience in mining affairs, which we take as another strong indication of the bright prospects of North-western gold mining.

Paper Manufacture.

In a former issue we noticed the advantages within the reach of parties wishing to embark in the manufacture of paper in the North-west, and since then these have greatly increased. That they are being recognized is evident from the fact that a move towards establishing paper mills at Selkirk, on the Red River, and Rat Portage, on the Lake of the Woods. These undertakings have not yet shown definite form, but the fact that they have attracted the attention of men of enterprise and capital gives encouragement to the hope, that the years are not many until the manufacture of paper will be a prominent and paying industry in the North-west. To Mr. S. McIlvaine, of Portage la Prairie, belongs the honor of pioneer in the paper industry, and his mill at that town is now in full swing. As a description of it appeared in a former number of the *Commercial*, we need not repeat the same. As yet the manufactures of the mill has been confined to building and wrapping papers, and Mr. McIlvaine has on hand sufficient orders to keep the institution busy until spring opens up. Thus far the mill

has proved a success, but the proprietor is now preparing to engage in the manufacture of print papers. In view of this he has purchased a tract of poplar from which he will have a full supply of raw material. In addition to this he is appointing agents at Winnipeg and other places to purchase rags and waste paper, and forward the same to his mills. By spring he will have sufficient stock of raw material to give a fair trial to print paper manufacture, and we have no doubt but he will establish another branch of industry which will utilize much that now goes to waste.

This instance of the Portage paper mill is in itself sufficient proof that manufactures of that class must prove profitable in Manitoba, and it is to be hoped that capitalists looking for a safe and remunerative investment will give the matter their careful consideration.

Government Insurance Supervision.

The *Toronto Budget* for December contains a long and bitter article against Government Supervision, the gist of which is a long record of what such supervision has failed to do in Ontario. That the abolition of supervision would be a cure for all these evils the *Budget* does not attempt to prove; nor does it care to admit that a better managed system of supervision would accomplish any good. The whole article is quite a novelty in the way of commercial literature, and to show some of the insurance frauds which have been practiced upon the people of Canada, we cull the following paragraph:

"What has it, (supervision) done? Has it effected any reform or a better state of things in regard to insurance? Has it prevented or exposed any wrong-doing on the part of the companies, or protected the public against weak and unsafe companies, of which there have been and probably still are samples? If it has done these things, it would be easy to point them out. But this cannot be done, and there is, therefore, something wrong in the system itself, or in its administration, that makes it, either unnecessary or worthless. Will those who object to our strictures tell why the Phoenix Mutual was allowed to go on as it did to the last? Was it for the good of the public and the special benefit of the policy-holders? So also the Trade and Commerce Mutual, which expired only the other day, was permitted to trundle its rickety wheelbarrow till it could not trundle it any longer, and that too with statements of the financial condition, the propelling power of the company, staring the inspector of insurance in the face for eight or nine months, showing even to the uninitiated in insurance affairs the low standing and insecure condition of the concern! If but a tithe of the diligence and anxious care exercised in the case of the Union in the interests of the policy-holders of that unbefriended company had been given to the Trade and Commerce, and given in time, there would have been fewer policy-holders to-day lamenting their fate, as the so-called insured in that over-indulged, officially-neglected institution, nor would it, almost up to its last gasp, have been in a position to palm itself on the credulous as a reliable insurance company, seeking agents to secure the

country in search of innocents to victimize with its alleged indemnity—a very attenuated commodity it was at its best.

Manitoba Supplies for Ontario.

It is a generally accepted belief that the Prairie Province is not in a position to supply any of those further east with anything but hard spring wheat and a field for speculation in real estate. This belief, however, is fast falling into line as one of the superstitions of the past. The *Thunder Bay Sentinel* of December 23, has a paragraph from which we clip the following:

"Mr. William Macpherson, representing the firm of Carscaden & Peck, manufacturers and wholesale dealers in clothing and mens' furnishing goods, Winnipeg, is staying at the Queen's, where he has a magnificent stock of samples. He is doing a good stroke of business here."

From the balance of the paragraph it looks as if the *Sentinel* expected its readers to feel as if they had been struck with lightning on hearing that a Winnipeg commercial man was doing a good trade in Prince Arthur's Landing or any other part of Ontario. The facts are, however, that at least half-a-dozen of these heralds of commerce hailing from the Manitoba capitol have been pushing business on the Lake Superior shore during the past month or so, and the experience of each has been similar to that of the gentleman noticed by the *Sentinel*.

Winnipeg has now grown to such proportions and commercial importance that the merchants of more Ontario towns than Prince Arthur's Landing are beginning to look at it as their future depot for supplies. At present they can find no city in their own province outside of Toronto where so many different branches of wholesale trade are so well represented, and the years are few until a very considerable portion of Western Ontario must be tributary to Winnipeg in a trade way. A few years ago it was common belief among eastern men that Manitoba was a good place to raise wheat and sell goods in; but there is too much enterprise, tact and capital now connected with the wholesale trade of Winnipeg to allow these easterners to remain under such a hallucination, and Ontario cities must expect to find keen competition in mercantile affairs from the Manitoba capital even in towns of their own province.

Eggs.

There is a general opinion that markets with a few exceptions are in a heavy and dull state, and it seems that the same feeling extends to eggs. These have been unusually plentiful in Winnipeg during the winter, which is a very unusual circumstance. So much so have they been, that a few weeks ago a wholesale dealer in town expressed an opinion that he could hold prices at 35c all winter. As there is no duty on eggs from the United States, their being so plentiful is in part explained by the following paragraph in the *Montreal Gazette* of Jan. 1st:

"We have several times of late referred to the dull and weak state of the egg market, and we cannot now report any improvement. Eggs appear to be plentiful everywhere, and limed

stock is a drag on the market. Colder weather however, would no doubt have a beneficial effect on prices. Sales of limed eggs in this market have repeatedly been made during the past few days at 25c in round lots, and single cases at 26c to 28c, as to quality. In New York the bulk of sales are reported at 26c, Canada limed being quoted at 24c, and fresh at 27c to 28c. The Chicago market is quoted as follows:— "The supply of eggs is very large, and there is scarcely any demand; in fact, holders report no trade at all. Most of the stock on the market consists of ice-house, largely of pickled and a fair sprinkling of fresh stock. Sales in a single case way are being made at 26c to 27c per doz. for fresh, 23c to 25c for the best ice-house, and 18c to 22c for pickled. Trade is demoralized, and, should present mild weather continue, a serious break in prices is feared."

Coal at Chicago.

It is evident that coal in Chicago has not been in active demand, during the present winter, and the *Industrial World* of Dec. 28th says the season so far has been very unfavorable for the trade. Regarding the stock on hand there that journal says: "Stocks of anthracite in Chicago at the present time are large, but those best informed express the opinion that should we have any reasonable amount of cold weather, the supplies on hand would be no more than sufficient to meet the requirements of the trade. Some in the trade say that out-of-town buyers would subserve their own interest by purchasing from Chicago yards, as in that event they draw from visible stocks here, and do not help to disarrange the market by calling more coal than needed from the mines, thereby aiding in establishing an over-supply. We have no doubt that the rail-coal men would demur somewhat to this line of argument—at least such of them as have no local supplies."

Hogs and Pork.

The great deficiency in the receipts of hogs and amount packed during the early portion of 1882 at the leading American packing centres compared with the figures of 1881, has been reduced to a very small bulk during the last four months. The *Cincinnati Price Current* of December 29th places the packing in the Western States for the week ending at that date at 350,000 hogs, compared with 240,000 for the same week of 1881. The week's packing ending Dec. 22nd, 1882 footed up to the tall figures of 565,000. The *Price Current* adds:

"The packing at Chicago now about balances same date last year. Cincinnati is but little behind, Kansas City 26,000 ahead, while most of other places of importance are more or less behind. It is now evident that the 1st of January will show an unimportant shortage as compared with last year, and the possibility of reaching as large a number by the first of March as last year is assuming more color. If this should be the result, and next summer should develop the gain in supply which is generally looked for, the present basis of values is not to be regarded as so low as to promise a big thing for those who hold property on it for an advance. Exports of product now reach 104,000,

000 lbs., against 133,000,000 a year ago. Values now for March pork in Chicago are 25c per bbl. higher than a year ago, sides the same as then, and lard 72c per 100 lbs. lower; live hogs are now selling at about the same as a year ago, excepting for a few of extra heavy lots ranging a little higher than then.

Profits of Coal Production.

MORRIS, ILLINOIS, January 1st, 1882.

Some unknown friend sent me THE COMMERCIAL of Dec. 19th, and if my ideas and experience in coal mining be of any value, you may publish the following:

In the first place with bituminous coal at \$12.50 a ton manufactures in Manitoba will not interest capitalists, nor the agricultural classes, to invite their aid. Coal should be reduced to half that price, and your people can do that if you wish. Coal from our fields in Green County can be put on the cars at from \$2 to \$2.25 a ton. \$4 a ton should be enough for freight.

The Saskatchewan Valley coal deposit is a big "Bonanza" if your people only know it. Have the Winnipeg land speculators ever made a calculation of the enormous distribution of the "Almighty Dollar," that the proper working of one acre of that deposit would create? Before it reached the consumer, \$12.50 a ton, your present price, it would distribute \$260,603.50 allowing the vein to be sixteen feet in thickness. To make such a distribution by wheat growing, taking the yield at 30 bushels and the price at \$1; how long would it take? Give it up! Black Diamond is king.

Many of the wealthy Winnipeg speculators make a great mistake in selecting lands for investment, when they judge by the number of bushels of wheat they will produce. Fifty years of experience and close investigation have convinced me, that the best lands for investment are not those with the richest soils, but those that have something more underlying them than worms and worthless rocks. If nine tenths of the funds now locked up for an indefinite period in wheat lands around Winnipeg, were employed in procuring cheap fuel, the other tenth would in a few years produce as good a return as the whole investment.

The signs of the times are, that the production of iron and steel will soon drift North-west, because of the high price of ores and low price of manufactures East. Steel rails now sell at \$207 a ton less than the first produced in America, less than twenty years ago.

The last thirty-five years have witnessed greater progress in mining and the production of iron and steel goods, than was previously made, all told, from the days of Adam.

Respectfully,

JAMES WATSON.

[Our correspondent is the same whose suggestion about locomotives using coke instead of coal, and thus obviating the smoke nuisance, we recently copied from the *Mining Review*. His knowledge of North-western affairs generally is not complete, but the above letter contains some valuable suggestions well worthy of the consideration of capitalists looking for investment; and they are all the more valuable as they are based upon practical experience in coal mining.] ED. COMMERCIAL.

The Commercial

WINNIPEG, JAN. 9, 1883.

WINNIPEG TRADE STATISTICS.

It is usual for leading newspapers at the close of the year to publish some kind of a summary of the business done during the year in the city in which they are located, especially when the Board of Trade of such city does not publish in an annual report the same class of figures. As yet the Winnipeg Board of Trade has not grappled with this undertaking, although no work would tend more to create confidence in the city's commercial prosperity, among capitalists at a distance whose funds are so much wanted for the development thereof.

In our last issue we stated our opinion that the value of the business done in the city during the year 1882 would amount to \$30,000,000, exclusive of real estate or purely monetary transactions, or in plainer terms, taking only the transactions where goods or labor were supplied for money. Other journals have made different estimates on this subject, and a view of all by a stranger would create the impression, that trade statistics in Winnipeg were gotten up much in the style as modern pedestrian contests, namely on the "go as you please" principle.

Our evening contemporary, the *Sun*, in a review of the past year, which reflects the greatest credit on the enterprise and energy of its publishers, has placed the trade figures of Winnipeg in 1882 at \$20,000,000, which seems to us a long way short of the actual volume. We do not question the good faith of our contemporary in making this statement, but we feel certain that in its estimate a very large proportion of the city's trade transactions must have been overlooked, and we only make this assertion on account of our inability to reconcile its statement of \$20,000,000, and our own of \$30,000,000.

As absolute figures cannot be reached regarding Winnipeg's trade for 1882, some figures regarding the trade of other western cities south of the international boundary line may secure a partial index to those of this city; and figures we use are from Board of Trade reports, or equally reliable publications.

It is now almost an axiom that a western city whose trade volume for the year has a value of less than \$1000 per annum

per capita of its population, is not in a commercially healthy and progressive state. The best and most parallel instance with which to compare Winnipeg in this light are St. Paul and Minneapolis, and the figures of trade in these cities certainly make a much brighter showing than the *Sun* would supply of Winnipeg. The trade volume of Minneapolis for 1880 showed a total value of some \$87,000,000 according to the board of trade report of that year, while the census report for the same year showed a population of less than 48,000. The extraordinary increase which the population of that city made during the last half of 1880 would probably raise the average population of that year to over 50,000. But allowing this increase, the trade figures show about \$1,760 per annum per capita of the population. Minneapolis no doubt rates exceptionally high in this respect, as a very heavy share of its trade is comprised in the flour milling industry, and in this branch of trade the value of products is higher in proportion to the amount of hands employed (and consequently population centred around it) than any staple industry on this continent. In St. Paul the opposite is the case. A great amount of the business of that city is purely monetary, and does not figure in a board of trade report. The value of the trade transactions of that city for 1881 was nearly \$51,500,000, while the average population of the year was not more than 45,000. This would place the rate per annum per capita of the city at about \$1,110.

On our way to the sea-board by the Albert Lea route we might stop at the smaller city of Cedar Rapids and inspect its trade figures. For the year ending June, 30th 1881 the value of trade done there was nearly \$14,000,000, while the average population for the same year did not reach 12,000, showing thus a trade of about \$1,170 per annum per capita. Even the sleepy capital of the same state, Des Moines, in 1880 showed a trade value for over \$23,000,000 against an average population of about 21,000, or over \$1,800 per annum per capita.

We might follow this inquiry through numerous other cities, and if we took our figures from a year of general prosperity we would fail to find an instance where the figures would be under \$1,000 per annum per capita.

There is scarcely any person, even

among the enemies of Winnipeg, but will admit that the year 1882 has been one of great trade prosperity with her business men. But if we make a comparison of population and the figures of her business as given in the *Sun*, the record of the year is not a very prosperous one. Our contemporary places the population of the city at 25,000 at present, which we believe to be several thousand under the mark. But to take these figures as a basis it is about fair to place the average population of the past year at 22,500. Taken in connection with the \$20,000,000 of a trade value, this would show only \$875 per annum per capita, or twelve and a half per cent. below the standard that is considered progressive and commercially healthy. It is needless to state that the estimate that places Winnipeg in such a position is incorrect, and that the city should rank among the most prosperous on the American Continent.

We believe we are much nearer to a correct estimate at \$30,000,000, than our contemporary; and taking the average population at 24,000, which we believe to be a very close approximation, this would place the trade of 1882 at \$1,250 per annum per capita. Besides having had a prosperous state of trade during the past year, Winnipeg has had a state of inflated values in every class of goods, and we believe our estimate will prove under actual facts were a proper board of trade report compiled; and we hope the city board will take prompt action in getting one up, that will settle the question definitely.

THE COMING PROVINCIAL ELECTION.

It is seldom that an election takes place in Canada, when political party lines are so much lost as they seem to be in the present contest in Manitoba. This is to some extent a pleasing circumstance, and saves the disinterested, or at least calm on-looker, from being bored to death with a rehearsal of all the political misdeeds each party has been guilty of during the past half century, and listening to political logic so called that has not the slightest bearings upon the questions at issue. If there is any unusually bitter feeling in the present contest, it can be argued as an offset, that the issues that are taken are on purely local questions. The great question for all candidates is how do they stand on the disallowance question.

As we have already discussed this

question of so called provincial rights, we are not disposed to again touch upon it. But we wish to take a survey of the material now in the field asking for the suffrages of the electors of Manitoba. We do so from a purely commercial standpoint, and we must confess that the view is anything but encouraging to those anxious for the commercial and industrial progress of the province. There are less than ten candidates in the whole province at present who are actively engaged in, and dependent upon commerce or manufactures, Mr. Chalmers, one of the candidates for the town of Emerson, is about the only one who is prominently connected with either. It seems as if the candidates had been selected from among the speculators and one-horse lawyers of the Province, and pumped-out politicians from older provinces. Let the elections go what way they will the commercial and manufacturing interests will be but poorly represented in the next provincial legislature, and why these elements should be almost unrepresented is certainly strange. Winnipeg, the great Commercial center of the Canadian North-west, has in the field for her representation a lawyer and a real estate speculator on each side, and not one of the four has a dollar's worth of interest in what may be termed trade proper, or the slightest connection that would bind him to throw his influence in favor of the commercial classes. The voter who has his politics based upon the commercial progress of the city must feel that it is scarcely worth his trouble to waste a vote upon any of the candidates that are left to his choice. There is one consolation however, and that is, if the prices of corner lots are to be fixed by legislation, the Winnipeg members (no matter who of the present candidates are elected) will give their votes to send them sky high.

But there is yet time for this evil to be averted. The nomination day is not yet past, and the commercial portion of the citizens, if they will only combine, can easily put in the field men from their own class, who will properly represent the trade interests of the city, and in the event of a poll, will have no difficulty in securing an overwhelming majority of votes, and rescuing the city from being represented by a brace of nominees of wire-pullers, tricksters and machine politicians. There need be no difficulty in finding the men, as but poor timber is good enough to defeat those

now in the field. Will it be tried, or are our financiers, merchants and manufacturers going to allow the election to go by defaults.

THE CANADIAN PACIFIC RAILWAY.

While politicians of the anti-disallowance stamp have been lashing themselves into a hydrophobic rage over the advantages allowed to the C.P.R. Syndicate, and manipulating and juggling figures to prove that the members of the same have secured an infinite source of wealth, wrung from the tax payers of the Dominion, and Manitoba in particular, quite a different view of matters have been taken in England, and this is especially the case in connection with journals devoted to monetary affairs. It is only two weeks since *THE COMMERCIAL* exposed the absurdity of an article in a London publication calling itself "*Money*," regarding the insecurity of North-western land investments, and our attention is now called to an equally absurd article in the *Money Market Review* of November 25th, which is another specimen of the limited fund of information regarding the North-west, possessed by the commercial journalists in the district of Cockneydom. It starts out by stating that from information supplied by parties able to form a correct estimate, the prospects of the C. P. R. are very gloomy. The 700 miles of road north of Lake Superior it estimates will cost more to construct than the whole cash subsidies received from the Dominion. Of course, like the writer in "*Money*," the scribe of the *Money Market Review* assumes that the North-western lands are of no value, and the 25,000,000 acres granted to the Syndicate are only a huge encumbrance. A speech of the Governor-General, at Victoria, B. C., in October last comes in for some unfavorable criticisms, and his prospects of British Columbia are rated as a beautiful hallucination. The immense coal, iron and valuable timber resources of that province are evidently unknown to the writer, and the fact that the manufactures from timber will find an unlimited market in the sparsely wooded region between the Red River and the Rocky Mountains within a very few years, will probably never dawn upon his mind. The prospect of a mining industry of huge proportions in the country lying between the Red River and Lake Superior he certainly has never heard of; and on the prospects of the C. P. R. when completed he

soars into the upper realms of ignorant absurdity in the following paragraph:

"And, assuming the Canadian Pacific Railway to be constructed, what will then happen? Experienced men declare that it never can compete in the summer with the shorter water routes from Prince Arthur's Landing to the Ports of Lake Huron and the Georgian Bay, and that in winter time the line would be practically unworkable, as the company could not face the expense of keeping it in operation in such a climate as that through which it will pass. These are bold statements, and we invite correspondence from those who may be in a position to contradict them."

By this thread of reasoning we are shut out to the conclusion that all the railroads from Chicago, Milwaukee and other western lake cities to Buffalo are only monuments of financial folly, seeing lake navigation exists between these points. The ability to work the C. P. R. in winter and the difficulties attendant thereon can be measured by past experience. During the winter of 1881-2 the C. P. R. had in the North-west over 350 miles of road in operation, and at no time was traffic suspended over one week at a time, and the suspension in almost every instance was caused by the blocking of some ungraded and only temporarily constructed portion of their lines. That winter was a severe one for snow storms, and during a similar winter (1880-1) the Chicago, Milwaukee & St. Paul Company were compelled to detain a train of emigrants nearly six weeks at Mason City, Iowa, 500 miles south of the C. P. R. track on account of a snow block, while the same season less than a dozen trains passed between St. Paul and Omaha over the St. Paul, Minneapolis & Omaha during 60 days. Snow blocks are difficulties that every Western American line have to contend with, and facts show that these are less frequent and prolonged in the Canadian North-west than several hundred miles further south. It is now well into January, and although about 1,300 miles of the C. P. R. is now in operation in the North-west no passenger train has this season been detained ten hours on account of a snow block.

We might follow up many more incorrect and absurd statements in this article in the *Money Market Review*, but it would only be a waste of time and space. As stated in a former article in *THE COMMERCIAL*, this vast country and its boundless resources are beyond the comprehension of a denizen of a Cockney slum, and when misrepresenting the North-west and institutions connected therewith, those having such dirty work done should be careful to secure the services of writers who at least know a little about the country they were paid for libeling.

LEVELING PRICES.

At Pittsburgh, Pa., on December 20th, there was held a meeting of what is called the Western Iron and Steel Association, which means a meeting of manufacturers of the above staple articles, associated together for some mutual aim. The forming of such associations is almost a necessity for the proper regulation of a large industry; and while their deliberations are tended to promote healthy competition, they are promoting the good of trade generally. Unfortunately trade associations, whether composed of workmen or employees, are not always guided by such aims, and their actions often injure, instead of promoting industrial interests, and it is only natural that an association connected with the iron trade of the United States, which has been more pampered and bolstered by unjust tariff laws, than any other industry of that great country, should err in this respect.

One of the most reprehensible actions of these iron manufacturers in session was the fixing of the rates of several articles of manufacture, with a view of shutting out all competition in prices. The product of bar iron was fixed at two and a half cents a pound, for instance, although the discussion of the resolution brought out that several manufacturers had been selling below, and others above that figure. There were general fears of a stagnation of trade setting in, and to obstruct the natural law of supply and demand, this resolution was passed with a view of checking cutting of prices.

Some weeks ago THE COMMERCIAL drew attention to the action of a trades council in Toronto, which sought to level all distinctions in remuneration in the labor market, and thus do away with any incentive to excellence in mechanical skill. Such a course no person interested in industrial progress can defend; and the Western Iron Manufacturers have followed a similar course, which must produce equally bad results. Their action would reduce the price of iron to a dead level, and as a natural consequence operations conducted upon these terms, would, in time, bring loss and disaster to the smaller manufacturers. With a stagnation of trade an accumulation of stock is a natural consequence, if works are to be kept moving, and with heavy stocks to carry, it is easy to see that the longest purse must profit. But altogether the attempt to reduce prices of any article manufac-

tured in particular, to a dead level, is placing a bar directly across the natural channel of trade, and that bar must give way, or the disastrous flood ensues. There will always be in every branch of trade those who will do business merely for the sake of doing it, much to the annoyance and loss of those who conduct their affairs upon level, intelligent principles. These foolish people, however, have only a certain amount of latitude, limited by the extent of their capital, and the natural course of trade events will dispose of their annoyance.

If an industry becomes over productive, it is folly to attempt to hold up prices by a system of fixing figures for all concerned. The individual is the best judge in such a case of what course he should pursue, and the records of bankruptcies in manufacturing circles for several years after the crash of 1873 went to prove that many of these could have been avoided but for the action of trades combinations in this direction.

Winnipeg Wholesale Trade.

On account of the holiday season the wholesale trade of the city has been in rather a languid state for two weeks past, and both customers and dealers seem to have agreed in calling a truce, and letting business lull somewhat. During the last days of the past week there has been a revival in several branches, and the indications are that the spring trade will open early this season.

AGRICULTURAL MACHINERY, CARRIAGES, ETC.

In implements the trade of the past week has been confined to the receiving of goods and forwarding of spring supplies to agents in the smaller towns. Quite a number of cars have been received from the factories. One house reports four cars of mixed machinery for spring use. Another reports a car of seeders, and another of mixed machinery; while other houses have received several cars. Two cars of sleds and cutters have been received by one house, and one car of sleds by another, and these are probably the last consignment of that class of goods that will be received during the season. From the extent of the demands of country agents a very heavy trade may be expected as soon as spring opens up. Considerable life will be noticeable in the trade during the next few weeks.

BOOTS AND SHOES.

This branch of trade is almost at a standstill at present. The winter demand is fairly over, and no effort of any account has been put forth to push the spring business. A number of orders from samples are on hand, but as no travellers are now out, and are not likely to be for a week at least, the spring business will not be heavy during January. Collections are reported rather slow.

CLOTHING.

Trade in this branch is reported rather quiet for the week. The extreme cold of the opening days caused a little straggling demand for winter sorts, but the extent of these was not much. Orders of Spring goods for future delivery have increased considerably, and houses have got in a considerable share of their spring stock, and expect more during the current week. Some travellers have returned from journeys during the week, and they report a prospect of a good spring business. Altogether this branch is in a healthy state at present, although a quietness exists.

CROCKERY AND GLASSWARE.

There has been a visible decrease in the activity in this line during the week, and a quiet feeling is gradually becoming general throughout the trade. Fancy lines are now out of demand for the present, and since the close of the year, staples have not been much called for. A revival in these will no doubt commence during the present week, and a moderately active business may be expected during January.

DRUGS AND CHEMICALS.

From this branch of business we have a report of a steady trade during the week, and a prospect of a continuation of the same. There is no particular class of goods more in demand than another, and the volume of business although not extra heavy is of the most steady description. There has been a good demand from the country during the closing days of the week, and the territory tributary to Winnipeg trade is rapidly widening. Collections are reported moderately good, and there is a hopeful feeling among wholesale men.

DRY GOODS.

The business done in these during the week has not been heavy, but the extreme cold with which the year opened created a slight run on winter sorts, and gave some work in sending goods out. There has been considerable activity in the receiving of spring goods, and the different stocks in the city have grown much in dimensions during the past ten days. Orders for spring goods for delivery in February have fallen off a little, but will no doubt increase as soon as the bustle of the holidays, and disorder that trade has caused subsides. All connected with the trade anticipate a heavy spring business, and with the location of numerous new towns throughout the country, the area of operations during the next few weeks will have to be greatly widened. Collections are reported rather slow as yet, but an improvement was evident towards the close of the week, which is expected to be even more marked during the current week.

FANCY GOODS AND SMALLWARES.

This branch of business has now settled down after the holiday rush, and a quiet feeling is general. The utmost satisfaction is expressed with the business of December, and a quietness throughout January will be something of a relief to the trade. There is a light but steady demand for staple goods which prevents an actual dullness from being general. Active preparations are being made for the opening of the spring trade early in February, and receiving of new goods will be in order for the next few weeks. Collections are reported very good, as

retailers have now considerable surplus cash from their holiday sales.

FISH, POULTRY AND GAME.

There has been an active demand for fresh fish during the week, although the variety to be had has been limited to Lake Manitoba white and jack fish. The former have been selling at 9c. a pound, and the latter at 4c. Lake Superior trout are now out of the market, and fresh salmon, although to be had, are not in sufficient quantities to allow of wholesale quotations. Dried fish are confined in variety to the most staple kinds. Findon haddocks being the only unusual article, and these are quoted at 10½c. Poultry has been very scarce during the week, and can scarcely be said to be in the wholesale market. Chickens have been quoted during the past few days at 20c.; geese and ducks at the same, and turkeys at 22c. A good supply of all are now on their way from the East, and the market will be replenished during the current week in all probability. Game is now plentiful, rabbits, venison, prairie chicken and wild duck being among the varieties. Notwithstanding the lull after the holidays the poultry demand has been brisk, and it is evident, that dealers have greatly underestimated the probable trade.

FRUIT.

There has been an actual dullness in this business during the past week, and the extreme cold has kept wholesale dealers busy attending to the prevention of green fruits freezing. The variety of these has not increased, although some kinds are more plentiful. There have been few advances in prices, although a higher tendency has been observable in all. Apples have been quoted at \$6 to \$7, and a few choice lots have been held at \$7.50. Oranges are more plentiful, and Valencias are still quoted at \$14.50 a case. Lemons are very slow in sale, and have been quoted at \$5.50 to \$6. California pears are now out of the market. Malaga grapes have held at \$10 to \$11 a barrel, according to quality. Cranberries are scarcer, and are quoted at \$17 to \$18 a barrel, according to quality. Figs in mats are unchanged, quotations being 10c. in large boxes, 14c. is asked, and in small 20c. Valencia raisins are worth \$3.50 a box; Black crown \$5.25; Triple crown \$8.50, and Four crown \$8.75. Dried apples are getting every-day scarcer, and quotations have reached 12½c. The dullness which has pervaded the trade during the week, it is expected will be relieved shortly, and with the opening of the present week, there are signs of renewed activity coming.

FUEL.

There has been very little change in the state of the coal trade during the week, except a brisker feeling caused by the extreme cold with which the year opened. There have been no change in prices, and the ruinous competition that was looked for by some has not yet set in, nor is it likely to this winter. Anthracite remains unchanged at \$13.75 on track and \$15 delivered. Bituminous holds at \$12.50 on track for steam, and \$13.50 for grate, with the \$1.25 extra in each case for delivery. Wood has been plentiful, although the demand has greatly increased, and there is no probability of any scarcity during the balance of the winter. There

have been no changes in prices since our last quotations.

FURS AND HIDES.

The receipts of raw furs are steadily on the increase, and dealers are about to make arrangements for a regular scale of prices for January. As yet reliable quotations cannot be given, Hides are in reasonably good demand, and are quoted at 6c. to 6½c., according to quality; only a few first class being worth the latter figure. Pelts are very scarce and are still quoted at 60c. for good Novembers.

FURNITURE.

Reports from this business are rather varied, some being dull and others fair to good. There are, however, evidences of an improvement on the previous week, and as January progresses, a steady if not heavy business is expected. Manufacturers are still as pushed as ever, and are likely to again be compelled to work overtime. The prospects of the trade, therefore, are by no means poor.

GROCERIES.

There is still a quiet feeling in this trade, and matters move in the most uneventful style. Most houses are taking advantage of the lull to balance up the year's business, and the feeling over the year's trade is one of general satisfaction. Country demands are small, and the town trade has diminished to a demand for the most staple articles. There has been no change in prices during the week worthy of notice. Raw Sugars are quoted at 9c.; yellows from 9½c. to 10½c.; granulated 11½c. to 11¾c., and Paris lumps 12½c. Coffees have not changed: Rio's being quoted from 16c. to 22c., and Java from 22c. to 33c.

HARDWARE AND METALS.

Trade in these goods has been very slow during the week, especially in heavy hardware. There has been limited demand for shelf goods, but not enough to cause any activity. The trade has been principally local demands for immediate use, and country orders are very few. In metals almost no business has been done, and very little stir is anticipated during the present month. Prices have changed none and have held as follows: Tin plate 14 x 20 \$7.75 to \$8; 20 x 28, \$15 to \$15.25; Bar iron, \$3.75 to \$4; Sheet iron, 5½c. to 7c.; Iron piping, 25 per cent. off list prices; Ingot tin, 32c. to 33c.; Pig lead, 6½c. to 7c.; Galvanized iron, No. 28, 8½c. to 9c., according to brand. There has been an advance of 50c. on tin plate in eastern cities but as yet it has not taken effect here, although it doubtless will shortly.

LUMBER.

There has been no improvement in this branch of business during the week. There is scarcely any demand in the city, and from the country literally no orders have come during the week. The month of January is expected to be a very dull one, but with the opening of February the getting in of stock for early spring demands will commence. Prices are nominal and remain the same as the week previous; Sheeting, \$28.00; common dimension \$30 to \$32; fencing \$28 to \$34; stock \$33 to \$40; flooring \$35 to \$45; partition \$45 to \$50; graded clear, \$50 to \$70 shingles, \$4.50 to \$6; Lath \$5.

STATIONERY AND PAPER.

The reports from this branch of trade has not been brilliant during the week, although a steady trade in staple goods has been doing. Fancies are row in but little demand, and are likely to remain so for some weeks to come. The trade altogether may be considered quiet but not really dull, and a feeling of satisfaction with the state of affairs exists. There are no travellers out at present, but quite a quantity of new goods have been received within ten days, and starting out to wake up the country trade will be general during the current week.

WINES AND SPIRITS.

There has been a decided quietness in this line during the week, and there is very little prospect of improvement during the present month. The trade are reconciled to this fact, as only what they expected, and as collections are reported good, satisfaction is general.

THE MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

The past week has been one of wonderful activity in grain notwithstanding the new year holidays and the extreme cold weather. The street receipts have been the heaviest for over a month, while those by rail have fallen off somewhat. Shipments of wheat to the east have increased somewhat, and for the week have reached somewhere near to fifty cars. Flour shipments have not been heavy, about half-a-dozen cars being the aggregate, one of which went to St. John, N. B. There has been a full supply of good wheat for the mills, and they have scarcely closed down during the holidays.

WHEAT.

Owing to the heavy street and light rail receipts there has been something of a balance in supplies, and prices have held steady during the week. The best lots of hard tife have sold at 78c. and a very few choice as high as 80c. Lower grades have sold down to 75c. Altogether the receipts have been more even in quality, and the very poor and damp lots which were common a few weeks ago, are now very rare. Farmers consider the prices very low, but keep hauling in freely, and are becoming more reconciled. The recent firmness in American and English markets if it continues may warrant an advance soon; but the fluctuations are so that steadily higher prices are by no means certain.

OATS.

The quantity of this grain received on the streets during the past week has astonished many who were predicting high prices and scarcity. The receipts in wagons have been the heaviest of any week of the season, and at the same time receipts by rail have fallen off. This latter fact is in a great measure due to storing at country points, in which some of our Winnipeg buyers are indulging. The receipts at most points west have in no way fallen off, and are not likely to. A heavy stock is still held by farmers for famine prices, but these are not likely to be reached this season, and in spring when a scarcity is expected, the supply on sight will be heavier than most people anticipate. Prices have not changed since our last report, 40c. to 45c. being the steady quotation.

BARLEY.

There has been a slight decline in the price of this grain during the week, and the demand for it is by no means active. Receipts by rail have been scarce, outside of the heavy purchases mentioned in last issue. On the street a number of loads have been picked up each day, and the quality of these have ranged from fair to

good, none being first-class. Really bright samples are scarce, and are most in demand. Prices have ranged from 45c to 50c, and at these figures farmers who have really fine barley, are not inclined to part with it.

There have been no other kinds of grain on the market during the week.

FLOUR.

The production has been lessened very little during the holidays, and as the demand keeps active millers are not accumulating any surplus stock. The eastern shipping trade now possesses fewer advantages, there being no cut rates, and is falling off. Under the steady home demand prices have held firm at \$3.15 for patents; Bakers or 4 x, \$2.55; Traders, or 2 x, \$1.50. With present prices of wheat millers have a margin at these figures, but with a stiffening of grain prices in the east, a corresponding advance may set in here, and these margins may be shortened.

BRAN.

Has remained unchanged since last quotations, prices being \$12 a ton on track, and \$13 delivered. The demand is steady, and no prospect of fluctuation.

SHORNS.

The demand for this product continues steady and there is no change in prices. Quotations have remained steady during the week at \$14 a ton on track and \$15 delivered.

CHOPPED FEED.

There has been a steady good demand during the week, and an increase to the same is noticeable. There has been no change in price, quotations holding steady at \$30 a ton.

POTATOES.

The extreme cold of the past week has prevented any supplies from reaching the city, but as dealers were well stocked before the cold snap set in, there has been no scarcity felt, and none is likely to occur. There has been a steady stiffening of prices owing to cut off supplies, and there has been no break during the week from \$1 a bushel.

BUTTER.

There has been very little change in the state of this market during the past week, and the demand, although not quite so brisk as it was a few weeks ago, is still active, especially for the better grades of dairy. These are firm in price and inclined to be scarce, while inferior goods are as abundant as ever, and as little in demand as they were during December. The receipts from the East have not been heavy, but the stock in the city, except of choice dairy, is considerable. Ontario creamery has been easier during the week, and is now quoted from 31c to 34c. Good to choice dairy is still worth 25c to 27c, and a few special lots have sold at 25c. Low grades are quoted at from 20c to 23c, and are selling very slowly.

EGGS.

There is still no scarcity of eggs in the market, although the receipts have been very limited during the week. The demand has slackened up considerably and this accounts for a weaker feeling in prices. No actual decline has taken place, but the threatened advance of the previous week has not set in, and prices remain unchanged at from 35c to 38c. There is very little prospect of any advance on these figures unless the present extreme cold weather is of very long duration.

HAMS.

There has been quite an increase to the stock in the city during the past week, and fine Canadian goods are now competing with the best American. The demand still remains active and prices firm. Quotations during the week have ranged between 18c and 18½c, with the majority of the sales at the former figure.

BACON.

The stock and variety of bacon in the city still keeps heavy and large, and the receipts

during the week have been liberal. The demand is active but not so extensive as during the month of December. There have been no material change in prices, but a weaker feeling has gained during the past few days. Dry salt has sold 15½c to 16c; long clear 16c to 16½c; spiced roll 18c, and breakfast bacon 18c to 18½c. American rolls sell as high as 18½c.

MESS PORK.

The scarcity of pork reported in last issue has been much relieved, and the advance secured in consequence has also disappeared. Quotations all over the city are now fixed at \$25, and the state of the market in Eastern cities does not hold out any prospect of an advance. As will be seen in another portion of our columns, the deficit of pork production is greatly reduced, and dealers here have come to the conclusion that higher prices in the near future are by no means likely. At present figures a fair margin is allowed, and as fluctuations in the East are confined to a small limit, steady prices may be expected here, at least for a short time to come.

CORNED BEEF.

There has been but a slow demand for this product during the week, and a lifeless feeling sticks to it. The sales are steady but not heavy, and a sort of monotony exists. Quotations during the week have not moved from \$18, and a few if any fluctuations are anticipated for some time to come.

MINNEAPOLIS.

On Tuesday the grain market opened with moderate activity, and a good share of trading was done. Receipts were fair, and offerings liberal.

WHEAT.—The cheaper quotations in the following represent bids by grade, the dearer are based on sales of extra lots by sample: No. 1 hard 1.01 to 1.02; No. 2 hard 95c to 97c; No. 1, 93c to 1.00; No. 2 96c to 1.00; No. 3 77c to 85c.

CORN.—Was quoted as follows: No. 2 old, 50c to 53c; No. 2 new, 44c to 46c; Rejected old, 45c to 48c; Rejected new, 40c to 44c.

OATS.—Following quotations are based on today's sales: No. 2 white, 36c to 37c; No. 2 34½c to 36c; Rejected, 33c to 34c; Samples, 33c to 37c.

FLOUR.—Quotations: Patents, 6.00 to 6.30; straights, 5.25 to 5.75; clears, 5.00 to 5.25; Low grades, 2.00 to 2.75.

On Wednesday there was a firmer feeling in the market, and a tendency to advance the price of better grades of wheat was apparent. Trading was brisk although sellers were inclined to hold for higher bids.

WHEAT.—The cheaper quotations in the following table represent bids by grade, the dearer are based on sales of extra lots by sample. No. 1 hard, 1.01 to 1.02½; No. 2 hard, 95c to 1.00; No. 1 90c to 96c; No. 2 87c to 90c; No. 3 77c to 85c.

CORN.—Was quoted as follows: No. 2 old, 49c to 51c; No. 2 new, 43c to 48c; Rejected old, 44c to 47c; Rejected new, 40c to 43.

OATS.—The following quotations are based on today's sales: No. 2 white, 35½c to 36½c; No. 2 34c to 35½c; Rejected 33c to 34c, samples, 33c to 37.

FLOUR.—Quotations: Patents, 6.00 to 6.45; straights, 5.25 to 5.75; clears, 5.00 to 5.50.

Thursday's market was a firm one in wheat, and a steady upward tendency set in. Buyers were slow at first, but afterwards took hold, and the sales of the day were liberal. A slight weakness was observable just about the closing.

WHEAT.—The cheaper quotations in the following represent bids by grade; the dearer are based on sales of extra lots by sample: No. 1 hard 1.02 to 1.03; No. 2 hard 98c to 1.00; No. 1 97c to 1.00; No. 2 84c to 90c; No. 3 75 to 83.

CORN.—Was quoted as follows: No. 2 old, 49c to 52c; No. 2 new 45c to 48c; Rejected old, 44c to 47c; Rejected new, 40c to 44c.

OATS.—Following quotations are based on today's sales: No. 2 white, 35½c to 36½c; No. 2 34 to 34½c; Rejected 33c to 34; Samples 33c to 36½.

FLOUR.—Quotations: Patents 6.00 to 6.30; straights 5.55 to 5.75; clears, 5.00 to 5.50.

On Friday the market was a steady one, and very little change took place. The business was slow at first, but was more spirited near the close. Receipts of wheat were not heavy, but the offerings were liberal.

WHEAT.—The cheaper quotations in the following represent bids by grade, the dearer are based on sales of extra lots by sample: No. 1 hard, 1.01½ to 1.03½; No. 2 hard 99c to 1.01; No. 1, 98c to 1.01; No. 2 85c to 90c; No. 3 77c to 84c.

CORN.—Was quoted as follows: No. 2 old, 49c to 51c; No. 2 new, 42c to 46c; Rejected old, 42c to 47c; Rejected new, 40c to 45c.

OATS.—Following quotations are based on today's sales: No. 2 white, 36c to 37c; No. 2, 35c to 36c; Rejected, 33c to 34c; Samples 33c to 37c.

FLOUR.—Quotations: Patents, 6.00 to 6.35; straights, 5.25 to 5.75; clears, 5.00 to 5.50.

Saturday's market developed an increased firmness in both wheat and corn, while oats held firm and steady.

WHEAT.—No. 1 hard, \$1.02 to \$1.03; No. 2 hard, 99c to \$1.01; No. 1 98c to \$1.01.

CORN.—Was quoted as follows: No. 2 old, 53c to 55c; No. 2 new, 45c to 50c; Rejected old, 46c to 50c; Rejected new, 40c to 45c.

OATS.—Following quotations are based on today's sales: No. 2 white, 36c to 37c; No. 2 35c to 36c; Rejected, 33c to 34c; Samples, 33c to 37c.

FLOUR.—Quotations: Patents 6.00 to 6.40; straights, 5.50 to 6.00, clears 5.00 to 5.50.

CHICAGO.

The grain markets made rather a weak opening for the year, and on Tuesday the same feeling was still prevailing. Wheat declined slightly, and corn was weak. Pork and lard were both lower. Quotations were as follows:

Wheat.	January.	93½c.	February	94½c
Corn.	"	49½c.	"	49½c
Oats.	"	35½c.	"	35½c
Pork.	"	16.90.	"	17.07½
Lard	"	10.20.	"	10.32½

On Wednesday there was a general stiffening of grain prices, with the exception of oats, in which there was an easier feeling. Pork and lard were again lower. Late quotations were:

Wheat	January.	93½c.	February	94½c
Corn.	"	49½c.	"	49½c
Oats.	"	35½c.	"	35½c
Pork.	"	16.92½	"	17.15
Lard,	"	10.15.	"	10.30

On Thursday there was a marked improvement in the grain markets, and a sharp advance in wheat and corn took place. Oats were also firm. Pork and lard were almost unchanged in prices, but firmer in tone. Quotations near the close were:

Wheat.	January,	95½c.	February	96½c.
Corn.	"	51½c.	"	50½c.
Oats.	"	35½c.	"	35½c.
Pork.	"	\$16.95.	"	\$17.15c.
Lard,	"	\$10.25.	"	\$10.40c.

Friday showed no marked changes from the previous day, and the firm feeling in grain continued. Pork and lard changed very little. Quotations near the close were as follows:

Wheat.	January,	95½c.	February,	96c.
Corn.	"	51	"	50½c.
Oats.	"	35½	"	35½.
Pork.	"	\$16.97½.	"	\$17.51
Lard,	"	\$10.22½.	"	\$10.35.

Saturday closed the week's markets with a very firm tone, and quite an advance in wheat. Corn was also higher and oats firm. Pork was unchanged but active. Quotations near the close were:

Wheat, January, 97½c,	February, 98c
Corn, " 54½c,	" 52½c
Oats, " 36c,	" 36c
Pork, " 17.00	" 17.12½
Lard, " 10.32½	" 10.45

TORONTO.

STOCKS.

The year opened with rather a hopeful feeling in the stock market, and on Tuesday there was a feeling of returning confidence generally. On Wednesday a slight decline took place in some stocks, and a rather weak feeling during the day was attributable to a sympathy with Montreal more than any local influence. Sales were made of Montreal at 200½; Ontario at 110; Toronto at 172½ and 173; Commerce at 132½; Federal 150½ and 151; Standard 111 and 111½; North-west Land Co. at 45½ and 46. There was a slightly firmer feeling developed near the close on Wednesday, which continued more or less through Thursday's market and gave to the week a rather hopeful tone. The effect of the rise in stocks since Christmas has been visibly felt in monetary circles, and the scarcity of cash which held so long has materially loosened up. There are high hopes of further advances during the current week.

GRAIN AND PRODUCE.

The year opened with a rather weak feeling in grain and produce generally, and the slight firmness which developed towards the middle of the week was attributable to a sympathetic feeling with stocks, and to the hopeful feeling which pervaded speculative circles. The demand in very few cases has been very active, and the movement has not been heavy.

FLOUR.

On Tuesday Flour was quoted at \$4.15 for extra, and \$4.26 for Superior extra. The feeling was weak and inactive, and on Thursday there had been no noticeable change in prices. Spring extra held firm at \$4.25.

WHEAT.

There has been a very slight movement in this grain, but there has been a steady firmness in prices. On Tuesday No. 2 Fall sold at 92c, and 89c was bid for No. 3, which was offered at 90c; No. 2 Spring was worth 92c, and Goose 86c. On Thursday there was a weakness in the lower grades; No. 1 Fall sold at 94c; No. 2 was offered at 92c, and No. 3 at 90c; Goose sold down to 84c.

OATS.

On Tuesday Oats ranged from 39½c to 40c, with an active demand at these figures. Some choice lots on the street brought 41c. By Thursday very little change had taken place, and car lots sold at 40c, only a few having sold down as low as 39½c.

BARLEY.

The sales in the early part of the week were few, and not heavy. On Tuesday trading was very slow, and No. 1 was quoted at 74c; No. 3 of good weight 51c. On Thursday sales were still slow; No. 1 was quoted at 74c; No. 2 sold at 68c; No. 3 at 51c, and extra No. 3 at 60.

POTATOES.

A break in prices took place early in the week, and sales were made down to 60c, with light demand at that figure. There was no improvement as the week wore on.

BUTTER.

During the entire week there has been a scarcity of choice dairy, while lower grades were abundant. Tuesday's prices were Choice dairy 18c to 21c; Box rolls 18c to 21c, and lower grades 13c to 17c. On Thursday, some Choice

dairy sold at 20c; Fall dairy was worth 17c to 18c, and inferior grades sold as low as 12c.

MEATS.

Pork was rather easy during the week and had a range of from \$21 to \$21.75. Bacon has been worth 11c for long clear. Rolls were in fair demand at from 12c to 12½c. Cumberland sold at 10c, and Prime breakfast bacon from 14c to 14½c. Smoked hams were quoted at 13c to 13½c.

Markets by Telegraph.

Special Dispatch to The Commercial.

TORONTO, Jan. 8. Produce generally much firmer to-day. Offerings slow and taking readily at current prices. Flour much firmer. Superior extra sold at \$4.25, and choice extra at \$4.15. Bran held at \$13.00. Wheat scarce, and holders unwilling to offer freely. No. 2 fall sold at 93c; and No. 3, at 90c to 91c; No. 2 spring sold at 94c and No. 3 at 91c. Oats were steady with sales from 39c to 40c. Barley was firm with slow offerings: No. 1 sold at 75c; No. 2 was wanted at 70c, and No. 3 49c to 51c; extra No. 3 was worth 61c. Peas were not offered, but worth 75c for No. 1. Hogs were steady and wanted at \$8. Meats were firm, long clear bacon selling at 11c. Butter was inactive. Choice dairy sold at 19c to 21c, and was scarce and firm. Rolls were worth 19c to 20c. Eggs were more plentiful. Fresh were offered at 24c to 25c; lined 21c.

Special Dispatch to The Commercial.

TORONTO, Jan. 8th. -Stocks sold very slowly to-day, and a weakness near closing was felt. Closing bids slightly below average closing of the week and were as follows: Montreal, 200; Ontario, 109, sales 108½ to 109; Toronto, 173; Merchants, 121; Commerce, 132; Imperial, 135½; Federal, 152½, sales at that figure; Dominion, 198½; Standard, 115½, sales at 115½ to 115½; North-west Land Co., 45½, sales 45½ to 46; Manitoba Loan, 118.

WINNIPEG MONEY MARKET.

As the interruption to general business caused by the holidays died away, the demand for money in the city has grown steadily more active, and business at the banks has stirred up considerably. The demand is mostly for commercial purposes, and with the return of confidence in eastern monetary circles an easier feeling in the money market is apparent here. The freedom with which money was turned in retail mercantile circles during the last two weeks of the year has made itself felt on business generally, and deposits at the banks are as liberal as the money demand. The mining prospects of the North-west are likely to attract considerable attention and distant capital during the next few months, and this fact, no doubt, adds to the hopeful feeling now general. Demands for loans on real estate mortgages have not been so numerous as during December, but there has been no change in rates of interest, and 9 to 10 per cent. are the steady quotations. Commercial paper has not changed either, but there is an easier feeling, and funds are much more easily obtained than for some weeks back. Rates are still 8 to 10 for first-class paper, and 10 to 12 for ordinary. Banks are not quite so exacting in their terms as near the close of 1882, nor are they so scrupulous in their selection. Altogether, the money market of the city has had, during the past week, a healthier tone, than for nearly two months previously.

A Fine Commercial Structure.

Among the numerous substantial buildings erected for commercial purposes during the past year in Winnipeg, none are more worthy of notice than that recently moved into by Messrs. Stobart, Eden & Co., on the corner of Queen Street and Smith. The firm are among the oldest established wholesale dealers in dry goods in the city, and under the management of the resident partner, Mr. A. F. Eden, their business increased so rapidly, that last spring they were compelled to erect these new premises to keep pace with it. Their warehouse is one of the most imposing of the fine buildings on Queen Street. The whole building has 116 feet of a frontage on that thoroughfare, and 100 feet on Smith Street. It is constructed of solid brick, and possesses quite an amount of architectural elegance outside. The portion now occupied as a warehouse has three stories and basement 40x100 feet, and has thus 16,000 square feet of floorage. In the basement are the steam heating arrangements, which are among the most perfect in the city, while another portion is devoted to other arrangements for comfort and convenience. Heavy goods are kept on this floor, and the stock on each flat as the ascent is made becomes lighter in its nature, until on the top, ribbons and other delicate goods are kept. The inner arrangements are the essence of convenience, and comprise hoisting apparatus and other modern appliances, while the decorations and furniture display exceedingly fine taste. Altogether the place is a monument to the enterprise and taste of its constructors.

Messrs. Stobart, Eden & Co. have business connections all over the North-west, and were about the first wholesale dry goods house to open up trade in the far off Prince Albert district. Their business connections now reach as far as civilization and settlement, and they are keeping abreast of the great tide of North-western progress. We wish them every success in their magnificent new quarters.

Early on Monday morning an explosion occurred in a sleeping car lying on the side track at the C. P. R. depot. The steam heater got too much pressure on, and burst with a loud explosion, wrecking the car badly.

Some time ago THE COMMERCIAL called attention to the awkward arrangements of mails between St. Paul and Winnipeg. Letters mailed on Saturday evening in the former city are not delivered in Winnipeg until Tuesday morning. There is a screw loose here somewhere.

THE value of goods paying tariffs imported at Emerson during the last seven months of 1882 was \$555,904, and the duties collected on the same were \$113,139.75. The duty free, goods were valued at \$264,384. Emerson is evidently fast becoming an entry port of some prominence.

We have received from the Secretary of the Board of Trade of Buffalo, N. Y., a pamphlet entitled "Five minutes' talk about the Commerce and Industries of Buffalo." It is a complete epitome of Buffalo's business affairs for the past year, and shows the city to be in a prosperous condition.

PORTAGE LA PRAIRIE.

The merchants of this town have had a few days leisure since the holidays, for which they have to thank the extreme cold weather more than anything else. There is a general smile on the faces of this class, which is equal to a report of a heavy holiday trade. A few days in the beginning of the week were rather dull in town, but as the weather grew milder matters have improved considerably, and there is now a moderately good business doing in the different stores. Grain still comes in freely, and prices have changed very little. Wheat has sold during the week at from 65c to 72c; oats 35c to 40c, and barley 42c to 47c. Potatoes are still worth 75c a bushel.

As advertised the Sheriff's sale of the effects in the Grand Pacific Hotel commenced on Thursday, but the prices realized were very low. This fine house is likely to be closed for some time, as there is as yet no prospect of a new tenant. It is beyond doubt that this town has had too many hotels. The number of institutions claiming that title were two weeks ago twenty-seven, or about double the number actually necessary. The overdoing of one branch of business is what creates the impression at a distance that trade generally is in a very depressed state, and the standing of business men generally does not warrant such an impression.

McIlvaine's paper mill is about to commence running to its full capacity. The two wells sunk, with the aid of a steam pump, will give a plentiful supply of water, and there will be no let up to the mill's operations before spring. The proprietor has been away at Winnipeg and other points arranging for the purchase of rags and waste paper to be used in the manufacture of printing paper when the spring opens.

The grading of the fifteen miles of the Portage, Westborne and North-western railway beyond Gladstone is completed, and the laying of ties is now being pushed with vigor, and the laying of track is expected to commence in about two weeks, and be finished by the middle of February.

E. McDonald, of the Marquette mills, is about to erect a store building at Regina, where he will do a grocery business; but his principal aim will be to make it a branch for the sale of the flour of his mills.

There have been no business changes during the week.

EMERSON.

There has been a slight lull in business since the opening of the year, and merchants have not been doing a heavy trade during the past week. There is a general expression of satisfaction with the trade of 1882, among all classes of traders, and the new railroad arrangements makes even the real estate men feel satisfied, and are hopeful for 1883. Grain receipts have slackened up but very little, and farmers teams were thick in the streets during the coldest days of the week. There was a little competition in the wheat business, and prices have been advancing a little. As high as \$0c has been paid, but this is owing to a disagreement among the

buyers. Oats have sold up to 42c, and barley from 40c to 48c.

Mr. Barelay, assistant chief engineer of the C.P.R. has been at work for several days arranging for the building of the railway bridge across the Red River, and work upon the same is to commence at once. It will be located between Park and Rousseau streets.

The latest railway rumor in this town is to the effect, that Mr. Van Horne has resigned the position of general manager of the C.P.R., and will be succeeded by Mr. C. J. Brydges. It is doubtless only a rumor.

There has been a change in partnership of the West Lynne Brewery. Mr. Looft has taken a Mr. Nightengale as partner, and the firm name will in future be Looft & Nightengale.

There has been no business changes in the town during the week, and there is a great scarcity of trade news generally.

Politics are on the "Boom" again, and will doubtless keep boiling until election is over.

BRANDON.

The Cochrane Manufacturing Co., and the Haggart Manufacturing Co., have erected a warehouse on Ninth Street. These companies are anxious to procure their share of the enormous implement trade which will be done next year. Last season over \$391,400 worth of agricultural implements were sold out of this town.

Notwithstanding that this is a great shipping point for wheat, there is very small millers' accommodation. There is one of the best investments to a person who could build a first-class mill in this town.

Our water tanks will soon be completed, they have been delayed on account of the city not being able to get the hoops. It is hoped that insurance rates will be reduced as soon as these tanks are in good working order.

The C.P.R. station is about completed, and will soon be ready for occupation, it has a very neat appearance and is the best station west of Winnipeg.

The city council are advertising for tenders for the purchase of city debentures to the amount of one hundred and fifty thousand dollars at six per cent. already several tenders have been received.

Messrs. Selby, Bowerman & Co's. Elevator is completed with the exception of the machinery which has not yet arrived. This elevator has a capacity of 50,000 bushels and is situated on the C.P.R. grounds between sixth and seventh streets, it is one of the best buildings of the kind on the C.P.R. Messrs. Fortier & Bucke have fitted up the scales, which are of the Improved Howe make, they are the best scales for this purpose and are giving good satisfaction. It is expected that one, if not more, elevators will be built next year, as this is destined to be one of the largest grain shipping points on the C.P.R.

Business since Christmas has been very brisk, far more so than previous to that date, and the new year will open most satisfactorily for Brandon.

The Grand View Hotel opened on Monday

under Mr. Boisseau's management, and it promises to be one of the best houses in Brandon.

There have been no business changes of note this week, everything running smoothly and satisfactorily.

Mr. Knight has opened a wholesale butcher's establishment on Rosser avenue.

Business has been somewhat dull this week, on account of the cold, 36° below zero was the coldest we had here.

A NEW VENTURE.

The following we have received from a correspondent at Brandon:

The firm of Poudrier & Brownlee, of Brandon, intend to add to their business the profession of Mining Engineering. They have made arrangements with Mr. James Holme, a mining engineer from England, to conduct this branch.

During the autumn, Mr. Holmes made an extensive examination of the Souris Coal fields, situated about 30 miles west of the second principal meridian, and he speaks with confidence of the future prospects of the place, and thinks it will very shortly be the scene of extensive operations. Samples of the coal were brought back and tested in an ordinary coal stove with very favorable results. It gave a great heat and burned readily, leaving no clinkers or slag. It has also been tested in locomotive engines and as a steam-generating power it may be considered to answer very well. The whole of the deposits in the Souris region are lignites or brown coal, which differs from the bituminous and anthracite in having a lower percentage of carbon, and a higher percentage of volatile elements. The samples brought in by Mr. Holmes were taken from a heading driven about five yards in a seam eight feet thick.

The great drawback to the immediate development of these mines is the want of a railway. It is hoped that the C.P.R. Souris Branch from Brandon, and also that from Winnipeg through Southern Manitoba may be pushed forward next year. Poudrier & Brownlee also undertake to conduct explorations to other portions of the Great North-west, with the view of proving and locating coal-bearing lands.

Considering the importance of this branch of industry, we cordially wish the firm every success in their new venture.

Up to about a week ago there was scarcely any snow west of Broadview, and as yet there is very little west of Swift Current.

The Dominion Government commenced laying the telegraph wire on Tuesday, the 2nd instant, at Fort Q'Appelle to Q'Appelle railway station, about twenty miles distant. The work was delayed on account of the severity of the weather.

Freight sent to Prince Albert via Q'Appelle station, remains there on warehouse rent, unless instructions are sent to S. W. Caswell, freight agent at the Post Office. This delay, the station master states, is owing to the fact that he has sent goods forward, and afterwards teamsters called for the same, having been instructed to do so by merchants north of the railway. Proper notice should be made known to business men to avoid delays.

Theatras.

Taking its key from the destruction of the Park Theatre in New York, the Chicago *Argus* an insurance journal, has an article on the danger to the audience in case of a fire in some of the theatres of Chicago. It seems that during the Fall a committee of a citizens' association waited upon the different theatrical managers of that city, inspected their houses and in a report suggested numerous improvements in the way of fire prevention and safety of the audience generally; all of which have been carried out by some managers and by others completely disregarded.

The *Argus* advocates the taking of steps by the citizens' Association, to have all places of amusement closed, until they comply with the recommendations of the committee. This is a very wise course to adopt, and it would not be out of place for similar steps to be taken in connection with places that have been such, and are being constructed for places of public gathering in Winnipeg.

Manitoba South-Western.

We take the following from the *Manitoba Mountaineer*: "Mr. Jas. R. Bonny, town clerk, has received a letter from Mayor McKay, who in company with Mr. Locke, the other day waited upon Mr. Hill, of the Manitoba South-western railway, at St. Paul. There is nothing new in the letter, Mr. Hill simply repeating what had already been told in a former letter: 'The South-western will be pushed forward as rapidly as possible in the spring; it is not the intention to avoid established towns, but on the contrary the management desire to tap all such whens practicable; Mr. Hill believed the road would run to Nelson, but he was not prepared to negotiate until his engineers had first run over the line, which would be at the earliest date possible. He denied that the C.P.R. Syndicate were in any way connected with the Manitoba South-western.

The Chicago *Tribune* recently placed the losses of ships on the American Lakes between February 13th and November 30th at 102, and the lives lost by the same at 350. During December several disasters have taken place and the mortality foots up to 173.

J. K. BRYDON,

Barrister and Attorney.

Special Attention given to Collections.

Rat Portage, Manitoba.

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HANDLE GOODS TO THE BEST ADVANTAGE.

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WAREHOUSES C. P. R. TRACK, POINT DOUGLASS AVENUE.

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We would call the attention of the Business Public to our Superior Facilities for doing the Finest of Commercial Printing, having equipped our establishment with the latest styles of type and improved machinery.

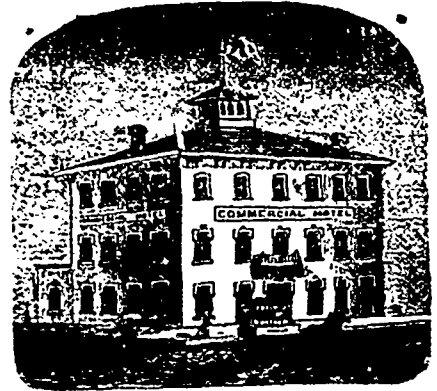
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Finest Prunes in Kegs, Valencia Raisins, London Layers, Muscatelles, Currants, Elmo Figs, Leghorn Lemon Peel, Orange Peel, Citron Peel, etc., etc.

BUTTER Two Carloads of Choice Dairy, also a Complete Assortment of Sugars, Teas, Syrups and General Groceries

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WINNIPEG, - MANITOBA.

Canadian Pacific R'y Co.



(WESTERN DIVISION)
TRAIN SERVICE.

CHANGE OF TIME

On and after October 1st, 1892, Trains will move as follows:

Going West.		Going East.	
8.15 a.m. leave	Winnipeg arrive	6.15 p.m.	
10.35 "	Portage la Prairie	3.55 "	
1.55 p.m.	Brandon	12.5 "	
4.15 "	Oak Lake	10.20 a.m.	
11.30 "	Broadview	3.30 "	
5.55 a.m. arrive	Regina leave	8.30 p.m.	
9.40 a.m. leave	St. Paul arrive	4.03 p.m.	
1.45 p.m.	Whitemouth	12.20 "	
3.45 "	Selkirk	9.50 a.m.	
4.55 "	arrive Winnipeg	leave	8.45 "
8.25 a.m. leave	Winnipeg arrive	5.15 p.m.	
9.45 "	arrive Stonewall	leave	3.40 "
Daily except Sundays.			

Going South.		Going North.	
Leave	Winnipeg	Arrive	
7.35 a.m.	7.35 p.m.	7.05 p.m.	8.50 a.m.
Otterburn.			
9.00 a.m.	8.50 p.m.	5.50 p.m.	5.20 a.m.
Emerson.			
10.25 a.m.	10.18 p.m.	4.40 p.m.	4.05 a.m.
Arrive St. Vincent.			
10.40 a.m.	10.28 p.m.	4.20 p.m.	3.45 a.m.
Daily except Mondays.			
Daily except Saturdays.			

SPECIAL NOTICE.

Magnificent Palace Sleeping Cars will be run daily, without change, between Winnipeg and Regina.

Trains run on Winnipeg time.

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W. C. VAN HORNE, Gen. Manager.
WM. HARDER, Ass't Traffic Manager.

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MATRASSES, WINDOW BLINDS, LAMBERKINS, &c.
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ROYAL OF ENGLAND, Assets \$35,000,000
CITY OF LONDON, of England 10,250,000
CITY OF MONTREAL, Capital 2,700,000

Fire, Life, Marine and Accident Insurance.

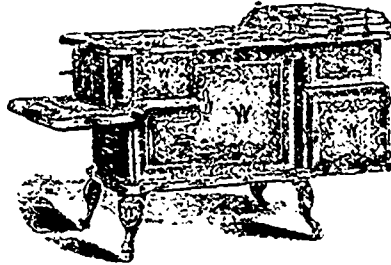
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MONEY TO LEND ON CITY OR FARM PROPERTY
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Smart & Shepherd, Brockville, Hardware.
Hamilton Industrial Works, Wringers and Washers.
J. W. Paterson & Co., Montreal, Roofing Felt, &c.

Michigan Central.

EASTWARD.

Express trains leave Chicago at 6:45 a. m., 9:00 a. m., 3:30 p. m., 5:15 p. m. and 9:10 p. m.; arriving at Detroit at 6:15 p. m., 8:30 p. m., 11:40 p. m., 4:35 a. m. and 8:00 a. m.

All trains make close connection at Detroit with the Great Western and Canada Southern for points east, the night sleepers being attached.

WESTWARD.

Express Trains leave Detroit at 7:00 a. m., 9:30 a. m., 8:00 p. m. and 9:50 p. m.; arriving in Chicago at 6:50 p. m., 7:40 p. m., 7:30 a. m. and 8:00 a. m.

These trains take the through sleepers from Great Western, and Canada Southern, and make close connection at Chicago with the trains of other roads.

Dining cars on trains for Breakfast and supper.

St. Paul, Minneapolis & Manitoba.

SOUTHEASTWARD.

Express leaves St. Vincent at 11:15 p. m., and 11:30 a. m., arriving at St. Paul at 6:20 p. m. and 8:10 a. m. the day following, making close connections with n. m. a. running in all directions.

NORTHEASTWARD.

Express leaves St. Paul at 7:00 p. m. and 8:00 a. m., arriving at St. Vincent at 4:20 p. m. and 3:45 a. m. the day following, making close connections with the Canadian Pacific.

Trains run between St. Paul and Minneapolis almost every hour.

Sleeping cars on all night trains.

Trains run on St. Paul time.

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GOING EAST.

Express trains leave Minneapolis at 1:00 p. m. and 8:00 p. m.; and St. Paul, 1:45 p. m. and 8:45 p. m.; arriving in Chicago at 7:00 a. m. and 2:00 p. m.

COMING WEST.

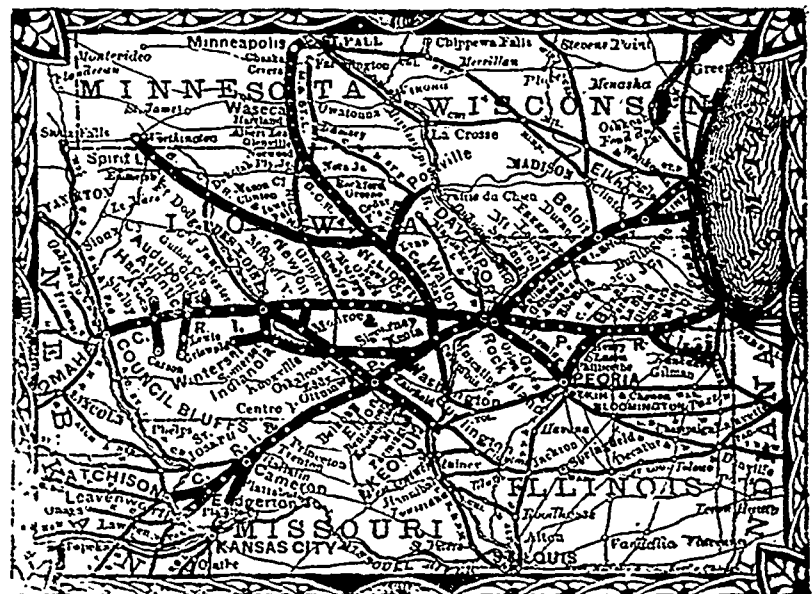
Express trains leave Chicago at 11:30 a. m. (except Sunday) and 9:00 p. m., arriving at St. Paul at 6:15 a. m. and 12:45 p. m., and Minneapolis at 7:00 a. m. and 1:30 p. m.

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

GOING SOUTHWEST.

The Chicago 5 p. m., and Omaha trains leave St. Paul for Sioux City, Omaha, Kansas City and San Francisco at 7:10 a. m. and 3:30 p. m.

MAP OF THE



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The favorite route from the North to Chicago and the East. Chicago last express leaves Minneapolis at 6:30 P. M. daily, arriving at Chicago 3 P. M. next day. This is a solid train, consisting of Pullman Cars, Coaches and Baggage Cars, running through without change. Trains leaving Minneapolis at 3:30 P. M. and 7:55 A. M., connect through to Chicago via the C., R. I. & P. Ry.

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