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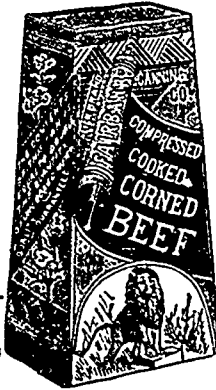
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large stock constantly on hand; reasonable
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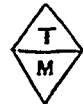
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PROMPT MEN.

PRINCESS ST. WINNIPEG



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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.

VOL. 1.

WINNIPEG, APRIL 24, 1883.

NO. 30.

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

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STEEN & BOYCE,
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WINNIPEG, APRIL 24, 1883.

J. T. WEST, jeweler, Nelson, has given up business.

GEO. BLACK, grocer, Winnipeg, is about to give up business.

WM. MAY, dealer in groceries, Winnipeg, has assigned in trust.

J. BROOKS, hotel keeper, Winnipeg, has sold out the Palmer House.

JOHN DOWNE, grocer, Winnipeg, is about to move his business to Moose Jaw.

ROSS & ROSS, general storekeepers of Rapid City, are about to dissolve partnership.

D. A. HOPPER, dealer in general goods of Rapid City, has opened a branch store at Oale River.

E. M. LARMOUR, dealer in boots and shoes, Winnipeg, has sold his branch store to Godbolt & Broddy.

D. RISTEIN & BROS., dealers in groceries and liquors, Winnipeg, have opened a branch house at Moose Jaw.

J. J. SKINNER, dealer in groceries, Minnedosa, is reported gone from that town and not likely to return.

JOHN GRANGER, contractor from Walkertown, Ont., has decided to move to the North-west and settle down to his business in Brandon.

BELIVEAU & BEAUDET, hotel keepers of St. Boniface, have dissolved partnership, and the business will in future be carried on by Ed. Beliveau.

TENDERS are now being received for the grading of 24 miles of Manitoba North-western Railway from the Beautiful Plains to Minnedosa, to be completed in August.

A gentleman, just returned from the Shell River country, says that Mr. Crerar has nearly 3,000,000 feet of lumber cut, which will be floated down to Brandon. On Bad Tail Creek, Nelson & Mackenzie have taken out about the same amount.

THE number of fires which have occurred in comparatively unused buildings in Winnipeg during the past week, have raised the incendiary cry once more. It will be well to remember that accident accomplishes stranger things than malice.

THE Fort Benton Record states that J. G. Baker & Co. are endeavoring to establish a bonded line for freight from St. Paul to Fort Benton in Winnipeg and Medicine Hat. Should they do so, the C. P. R. will be "carrying the war into Africa" with a vengeance. The route, however, seems a very reasonable one.

SOME idea of the number of horses employed in the westward construction of the C. P. R. may be had from the following: Early last week Messrs. D. L. McKenzie and S. P. Clark completed a contract to Messrs. Langdon & Sheppard, calling for 118,000 bushels of oats, all of which have been forwarded to that firm's stores at Moose Jaw.

THE Free Press is responsible for the statement that the Grand Trunk Railway Company have purchased the steamboats from the proprietors of the Goodrich Line of Chicago and Milwaukee, and that during the coming summer there will ply between the terminal points of

the Company's lines in Ontario and Prince Arthur's Landing or Duluth.

THE rumor that the C. P. R. Syndicate were about to take over the Thunder Bay road from the contractors on May 1st, proves to be premature, as no definite arrangements on that subject have as yet been arrived at.

THE North-west Electric Light Company are ready at any time they say to proceed with the lighting of the city when Mayor McMicken signs the contract. The preliminaries will no doubt be all over and the lights ablaze by the time summer comes with its long days and no lights wanted.

THE President of the Souris and Rocky Mountain Railway Company has evidently not given up hope in connection with the building of that line. In a letter to Ross & Ross, of Rapid City, he expresses his belief that with aid from the country through which it is to run, it can yet be constructed.

J. E. WELLS, publisher of the Rapid City Standard, is about to establish another journal at Moose Jaw, and will have his plant shipped there without delay. H. T. McPhillips, of the late Winnipeg Herald, we understand is about to go into a similar undertaking, so that Moose Jaw will soon be well supplied with papers.

ONE day last week Mr. Shorey, of H. Shorey & Co., while prying around the C. P. R. freight sheds, discovered a consignment of goods sent by his house east to a now insolvent merchant in Brandon, but by some means delayed in transit. Mr. S. was not long in securing possession, and has since decided to be more considerate to railways in future regarding slow transportation.

A BILL which has passed the New York Assembly and is now before the Senate, fixes the charges for the transfer of grain at Buffalo elevators. The Miller's Journal congratulates the grain trade generally upon the passing of the bill as a victory in their interests, and shows the necessity for the bill by giving an instance of the extortionate charges made heretofore, which for the removing of 1,000 bushels of grain from a vessel were as follows: Trimming and elevating, \$5.25; cleaning, \$1.25, re-elevating, \$7.50; total, \$14, Freight stiff charges, indeed,

Apprenticeships.

Some close observers of the course of trade affairs have stated that, while mercantile affairs have gradually become more methodical in their conduct, industrial pursuits, or at least that proportion of them which depend least upon the use of machinery have had an opposite tendency. How much truth is in this statement only a long course of inquiry will prove; and while avoiding the same as entailing too much trouble for what would be gained, it will not be unprofitable to review the difference between the course of early training for an industrial or mechanical profession in the present day and years gone by.

While minds with great aspirations may endeavor to excel in literature, science, philosophy and fine arts, the great bulk of mankind are engaged in a course of industrial experience as artisans, and not philosophers, poets or artists, minister most to the common wants of their fellow-mortals. In the present day, and especially on our own continent, the training of an apprentice to a mechanical calling has lost all of the binding and almost slave-like conditions which were attached thereto a century or half a century ago. The terms of apprenticeships now resemble mere contracts between employers and juveniles, in which the latter are to receive so much instruction and pecuniary remuneration for so much labor performed, while the jurisdiction (if we may use the word) of the employer is in almost every case confined to matters connected with the calling to be taught. Legislation regarding apprenticeships has almost ceased on this continent, and if any remains unrepealed it is obsolete from disuse. Then apprenticeships are as a rule limited in time by the apprentice's attaining proficiency in his work, and terms of a number of years are now considered by many, both employers and employees, as drags upon industrial progress. This opinion, being carried to an extreme, has no doubt something to do with the large proportion of very poor mechanics to be found in every branch of industry.

If we go back over two centuries and take a look across the Atlantic to the British isles, we see a very different picture of apprenticeships. In those days the apprentice was very little better than the slave of his master, who had power to call in the aid of criminal law to force obedience to his demands; and even the public whipping post could be resorted to in case of defiant disobedience. Then the apprentice filled the extra offices of scullion or table waiter, and had to accord to his master a great amount of reverence. The tale-teller has portrayed well in his "Fortunes of Nigel," showing how Jenkin Vincent and his fellow-apprentice disliked these menial tasks.

But long after the beginning of the seventeenth century the duties of apprentices partook much of the menial nature, and some of our senior mechanics on this continent can remember when in their apprenticeship a ten or eleven hour day's work at their trade was often supplemented by a few cows to milk, or a churning of butter to get out.

But let us cross the Atlantic once more, and we find that some fifty years ago masters were

entrusted not only with the mechanical, but also the moral welfare of their apprentices, and while training in the latter respect was not generally as rigidly enforced as in the former, every master was jealous of his prerogative in that respect. Thus an indenture which has come under our notice, and which was drawn up in a village of the County Antrim in the North of Ireland in 1882, after detailing the iron clad conditions under which the apprentice was to serve the master for a period of seven years, and be ready at his call day and night, contained a supplement which bound the youth not to contract matrimony, commit adultery or fornication, frequent beer houses, tap rooms, brothels or gaming houses, discuss politics or absent himself from the House of God on the Sabbath. In the same locality the apprentice had to furnish the master with two bondsmen for the sum of twenty pounds each, that he would faithfully serve out his apprenticeship; and it frequently occurred that the master, father of the boy and bondsmen, after loading him down with the above vows of servility, sobriety, purity and chastity, finished up the proceedings with a glorious drunk that would last for several days. When all these conditions of servitude are taken into consideration it is astonishing how general was the bond of friendship between master and apprentice in after years, when the latter was probably an employer also, and in trade opposition to his former master. It goes to prove that while such systems would be useless for the demands of industry in the present day, there is, after all, much truth in what our grandfathers tell us about the efficient way in which things were done in the good days of old.

Oatmeal Mills.

During the early part of the last winter THE COMMERCIAL advocated the establishment of oatmeal mills throughout the North-west, and at the same time endeavored to show that the oats crop, which had heretofore been insufficient in this country for local demands for feed, was likely this season to show a surplus. At the same time few put much confidence in this opinion, and particularly parties connected with the grain trade were very incredulous. Time has greatly shaken this unreliability, and such items as one which appears in this issue regarding a grain house completing a contract of 118,000 bushels of oats for a contracting firm goes to show the immense quantity of this grain that has been raised in the North-west in 1882. Add to this the fact that the different railway companies in the country have received nearly all the oats they will require for feed during the coming summer, and the prospect of a surplus is pretty clear. There are in store in Winnipeg and other cities and towns of Manitoba at present not less than 250,000 bushels of oats, and some parties estimate the quantity at 100,000 bushels more. These, with the quantities which are still held by farmers, will fill all the demand until another crop is harvested, and leave a surplus. The only fears of a shortage will arise from the proportion damaged by moisture and not in a condition to keep over the heat of summer. Heavy as this

may be, it is not likely that the importation of oats will be necessary this year.

If the increase of acreage of 1882 has wiped out the oats deficiency which existed for several previous years, it is only natural that the increase of 1883 will produce quite a heavy surplus. A surplus of oats is not a very desirable thing in this country, when nothing but the fluctuations of eastern markets are to be depended upon, and the establishment of oatmeal mills are a very necessary undertaking. It is pleasing to notice that the people of Portage la Prairie have recognized that fact, and that one of these institutions will be in full blast in that town next winter. The town council of that town are to be commended for their enterprise, which is coupled with great wisdom in the selection of an industry that will not only be of great local value, but will prove a profitable investment to its owner. It is safe to predict that other towns of Manitoba will follow a similar policy during the next few years, and that before the close of the present decade oatmeal milling will be a prominent industry in Manitoba. The quality of oats to make a first-class meal can be produced here better than in any other portion of the American continent; and with the great distance to and expense of placing that cereal on an eastern market, mills of that class must become pretty general in Manitoba towns, if oat raising is to continue a profitable undertaking in the North-west.

Effects of Forest Destruction.

The Lumber Trade Journal recently contained an extract from a letter to Congressman Cox by a gentleman interested in forest preservation, from which the following is an extract:

As I frequently have gone to Spain for some years past, I have had opportunity to observe there the result of devastation of the forests which has continued for the last few hundred years. Let me tell you the condition of a once noble and important river, the Almeria.

About six miles northeast from the city of Almeria is Pechina, once an important town where shipping was carried on. There may yet be seen the wharves and stone buildings that served the purposes of commerce a few hundred years ago.

Now the former river is dry land for six miles, even to the edge of the Mediterranean. What was once a noble, navigable river is now a level sand waste.

In the course of time, as the forest have been cut off and the natural means of retaining the moisture in the mould and alluvial covering of the mountains and hills has been destroyed by the washing down into the river bed, the mountains have become bare and desolate. The infrequency of rains there has become a matter well known. When they do come, the river bed is a roaring flood, and "straight is dry again." By this time the shoal at the mouth of the (once) river is constantly extending into the sea, so that immediately after one of these floods it has been known to have extended half a mile.

Whether this is a part of a divine plan, and so ordered to be, or whether it is a retribution

of the Divine Providence upon a country and a people for not husbanding the resources so abundantly provided, may engage the attention of some for the sake of an argument; but to me it is a lesson that we should profit by. What will our vast country become if the forests, furnishing the supply of our rivers, and so graciously withholding and distributing it through the seasons are to be devastated.

And what country in the world was ever so prodigal of its wood as this? Ties for the supply of 100,000 and odd miles of railway alone is a tax upon the forests of even this great country formidable to think of.

Thus devastated and the alluvial covering of the hills and mountains of river sources washed down as they are in Spain, we may picture the Hudson, Delaware, Susquehanna, James, Ohio and Missouri, and even the Mississippi mere sand bars; and in future time history may record the navigation of these (once) streams, and be illustrated with pictures of steamers that plied upon their waters, in busy commerce of old.

The Grand Trunk and Canadian Pacific.

The Monetary Times of the 13th contains an editorial upon the rumored negotiations of peace which have been effected between the two companies above mentioned, the tone of which sounds like bitter disappointment, because the corporations did not continue at a stand up fight for years to come. The interests of the railways seem to have little consideration with our contemporary. We quote the two closing paragraphs as a sample of the wail echoed over the conclusion of a truce:

The Canadian public will not view with complacency an arrangement which, so far as the companies are concerned, guarantees a monopoly of North-west traffic to the Pacific Railway, and to the Grand Trunk immunity from competition from Montreal to the western frontier of Canada. The companies, if they be wise, will not act in an exacting spirit or try and extort from the public the highest rates and fares which their position might enable them to get. But will they act with wisdom? Practical monopoly, if not tempered by reasonable concessions to the public is as dangerous to its possessors as to those against whom it may be used. An abuse of monopoly is sure to bring its own cure; but the trouble is that the malady returns in one form or another.

The Canadian public will probably take comfort from the consideration that agreements between railroad companies must be very strong to hold. Such agreements, when they stop short of a lease of amalgamation, are specially liable to be broken. Whether this latest of them will fare any better is a mere matter of speculation. If the Ontario and Quebec Railway be completed, the temptation which the Canadian Pacific will be under to make special agreements, outside of the bond, will be very great. But to yield to that temptation might bring about a renewal of the war; and as that company has most to fear from this, it will be under heavy bonds to do nothing that might lead to a breach of the peace. Whatever else may happen, it is certain that the Canadian public will view the arrangement between the

companies with profound suspicion and deep dislike.

Sticking Up for the North-west.

At the recent annual meeting of the Sun Life Assurance Company at Montreal, Mr. Gilroy, the Winnipeg agent, was tendered a hearty vote of thanks for his excellent services to the company. In reply, Mr. Gilroy, speaking of the North-west, said: "It is a wonderful country as to the progress that has been made; its people made up of the best from all classes; its trade amounting to \$20,000,000 in 1882; and its extent, richness and the prospects it opens up. Looking at all things, one cannot but believe it will have a successful future. The universal opinion of the ablest men, the best judges, is that it will be a good country."

Hon. A. W. Ogilvie—Why don't you say the finest country in the world?

Mr. Gilroy—We do not wish to seem to exaggerate.

Hon. Mr. Ogilvie—That would be no exaggeration; it would be the truth.

Mr. Gilroy—We are willing to stand on the merits of the country. No Canadian city had a history like Winnipeg. In a very few years it had become a place of 30,000. Its assessment in 1882 was \$30,000,000. Last year \$5,000,000 had been spent in building. The late Sir Hugh Allan, after personally inspecting the city and country last summer, and buying property largely in it, gave it as his opinion that in less than ten years Winnipeg would be at least the second city in the Dominion. Perhaps even the metropolitan city would have to quicken its paces in the race of competition.

The Manufacture of Pins.

The pins used in the United States are made by fourteen factories, chiefly located in New England. The annual production for several years past has been about 7,000,000 pins. This number has not been varied much for several years, the demand remaining about the same. Two years ago the competition among the nine principal companies then existing for the manufacture of toilet pins led to such a cutting of prices that the business became unprofitable, and the market was flooded with goods. A year ago a combination was formed of three wire companies, and now all the pins made by them are shipped to New York, and handled by the head agency of that city. From their common warehouses they are sent to every part of the country. The importation of English pins is small, and the exportation of pins from the United States is confined to Cuba, South America and parts of Canada. England supplies almost the whole world outside of the United States, although the American pins are not inferior in quality. The raw material—the brass and iron wire from which all American pins are made—is from American mills, and much of the machinery is of American invention and patent.

Preservation of Flour.

The Boston Journal of Chemistry says it frequently happens that wheat or rye flour,

in spite of the greatest care in baking, yields an inferior loaf, and the failure is commonly attributed to adulteration; but when submitted to investigation, neither microscopic nor chemical tests reveal any adulteration. Such flour is returned to the miller or dealer as unfit for use. The miller says the flour was injured by the heating of the stones, and the dealer attributes the defect to the circumstance that the sun must have shone upon the sacks during transportation. It has been proved by numerous experiments that flour cannot bear the action of the sun, even when exposed directly to its rays. When flour is exposed to the heat of the sun an alteration takes place in the gluten similar to that produced by the heating of the stones. For this reason it is advisable that the transportation of flour should take place, if possible, on cool days or by night, as well as that flour should be stored in a cool place.

Brick as a Building Material.

There is much need of progress in the manner of making and laying brick. This is the material which Manitoba and the North-west will have to depend upon for building purposes, and it is important that every effort should be made to bring both the making and laying to as near perfection as possible. At present there is hardly a remove from fifty years ago. An architect in New York, speaking of building material, says: Under the rational order of things brick will survive centuries without showing its age; but an iron structure, under the best care, will begin to show the weight of years by the close of its first century. The iron age has gone by in New York. Ten years ago it was at its height, as witness the blocks of iron buildings in Mercer and Greene streets and below Canal street. It was all iron then. History is being repeated. Now we are going back to first principles. The first buildings of any importance that were constructed on Manhattan Island were of brick, brought from Holland for the purpose. You know what they made by the old Washington hotel and the old Dutch Church, so lately demolished, when they were well into their second century. The brick in them was like flint, growing harder with age, and the mortar was cemented to it.

Submarine Cables.

Over 80,000 miles of submarine cable have been laid and are now in successful operation. The capital employed in establishing the cables is estimated by good authority as being \$150,000,000. A fleet of nearly thirty ships is kept in service, laying, watching and repairing the various cables, of which nine cross the Atlantic. A writer well versed in the subject says that the type of cable varies little from the first one laid, but the character of the material employed has greatly improved, so that the breaking strain of the homogeneous iron wire has reached 90 tons to the square inch. The methods of laying cables have so greatly improved that last year a cable was laid across the Atlantic in twelve days,—only a little longer time than that required for a quick ocean voyage.

The Commercial

WINNIPEG, APRIL 24, 1883

OUR readers will observe that with this issue we have enlarged THE COMMERCIAL four pages, making a journal of twenty-four pages. To the patrons whose encouragement has enabled us to make this forward step we return our warmest thanks; and to the press of the Dominion, and particularly of the North-west, we feel grateful, satisfied that the encouragement received from that source has contributed much toward the exceptional success which has attended our journalistic career in Winnipeg. We hope our patrons will interpret this enlargement as a proof that every effort will be put forth by us to enlarge and extend THE COMMERCIAL'S sphere of usefulness.

Respectfully, THE PUBLISHERS.

UTILIZING DAMAGED GRAIN.

The quantity of damaged wheat which has been left on the hands of North-west farmers this season, has put many to consider what profitable use could be made of their unmerchantable product. It would be impossible to utilize all in animal feed, and indeed there has been much of it that would be unfit for such a purpose, so badly has it been damaged by moisture and freezing. The latest project that has come under notice is the starting of a glucose factory in the North-west, and, strange as it may seem, this has been under consideration by some Winnipeg men during the past two weeks. There is no doubt but the most offensively smelling damaged grain can be made use of in the manufacture of a substance with which to adulterate pure cane or maple syrups so as to palm them off upon the unsuspecting public as genuine articles, or at least to dub them with the enticing name of grape sugar.

Chemists who have made a careful test of the glucose product have in almost every instance pronounced it as injurious to the health of those who use it, and the fact that sulphuric acid and such commodities figure largely in its manufacture would give the impression that these opinions were to be relied upon. But leaving the chemists aside, the manufacturers of grape sugar (so called) only claim for that questionable article of diet a sweetening power ranging from 60 to 80 per cent of that of a pure article.

It is in this deficiency of sweetening power that the great profit in the glucose business exists, and few of our North-western families are aware of how much of this stuff they use from time to time in the full belief that it is a genuine article. This fraud upon families is very easily perpetrated, as the adulteration is difficult to detect, and cannot be made apparent by the ordinary tests of the household. Less than two years ago a practical analytical chemist made tests of fourteen samples of syrups and sugars purchased at retail stores in a western city of the United States. The samples ranged in grade from a cheap syrup to granulated sugar, and in only one sample did he fail to discover the glucose adulteration. Such a state of affairs should call for prompt action by legal authorities, but in the State in which this city was located corn was a leading agricultural product, and any industry which was likely to add to the demand for this grain was not likely to be too closely inquired into, even to detect adulteration. In the North-west there is no necessity for fostering a dishonest industry in order to use up our damaged grain. A little more care on the part of our farmers, and the quantity of wet wheat will be so limited that there would not be enough to keep a glucose factory running. This country can raise first class grain, which is wanted as healthy food for the millions of Europe and Eastern America, and there is no necessity for manufacturing it into glucose, forty-rod whisky or in fact any thing but good flour and meal, to make it a marketable and profitable product. An industry whose success depends upon fraud or misrepresentation can never be of any lasting value to a country, and upon that ground alone this North-west requires no glucose factories within its limits.

UTILITY OF PROTECTIVE TARIFFS.

It may safely be asserted that the theory of protective tariffs had its origin in national selfishness, and that in bygone centuries when powerful nations adopted such a system to the exclusion of products of weaker ones, the selfishness was so apparent that no argument was necessary to demonstrate it; and indeed in the days before representative governments were numerous, very little effort was made to conceal it. Thus Charles V of Spain, believing that his country held possession of most of the lands where

precious metals were produced, introduced the protective tariff policy both in Spain and her colonies, hoping by a system of poverishing other countries and his own colonies by checking their commerce, to enrich his own kingdom; or, as a wag of the succeeding century placed it, "To plunger the natives through the colonists and the colonists through the tariffs. Better governed and more constitutional nations followed Spain's example in after years, and in each instance national selfishness was the leading motive that prompted such a course.

In more modern times protective tariffs had become so general that many weak and struggling countries had to adopt them upon grounds of pure self-defense, and this is the argument most used in the present day in favor of a protective system. Thus Canada, in 1879, after vainly trying to struggle against the United States in manufactured products, was driven to the national policy of protection which has since existed. Many bitter opponents of protection were then and since forced to admit that it was impossible for the Dominion, with open ports, to hold her own in trade matters against her powerful neighbor, whose legislators followed a policy of the purest national selfishness, and followed it in many particulars with a suicidal eagerness. While, therefore, protective tariff arrangements undoubtedly had their origin in national selfishness, they are not, in the present day at least, without their utility.

In laying down the principle contained in these last sentences it must be kept in mind that tariffs, to possess utility, must be purely protective. Legislation in that direction is a departure from the settled commercial axiom of purchase always in the cheapest market, and only on grounds of expediency can it be defended. While, therefore, it may be expedient and even wise to protect the industries of a nation, and especially a young nation, it is never wise to place these in a position of pampered independence. The whole aim of protection should be to place the trade interests of a country in a position to compete with foreign opponents, but never to elevate them beyond the reach of such competition.

Even in Canada, where protection has never had a very rabid following, political philosophers are not few who advocate the doctrine of "Place on every manufactured article produced in the Do-

minion, a tariff that will exclude foreign competition. The non-partisan student of commercial economy has no difficulty in seeing the utter folly of such a doctrine when depended upon for industrial progress. It is an axiom of commerce that in any branch of business where no competition exists progress is impossible. Healthy competition is the most powerful incentive to progress in any business, and a government which places any industry beyond the reach of the same is in reality injuring the very industry it aims to assist, while it inflicts a grievous wrong upon the consumer of its products. The far seeing statesman can go much further than the commercial economist, and see how in time these prohibitory laws of the ultra-protectionist would produce national isolation, and in the course of time would bring even enterprising and active nations of this continent to the sluggish level of countries like China and Japan.

Each commercial nation has had peculiarly favorable circumstances which tended to its industrial growth, and when we look back over Britain's history and see how her being an asylum for the skilled mechanics of the Netherlands, who were driven to her shores by the persecutions of such tyrants as the Duke of Alva, and the advanced manufacturers of the Huguenots of France, who for similar reasons sought her rock bound coast, it is not to be wondered at that she excelled other nations of Europe in industrial progress. The United States, too, has had similar advantages. The political upheavals of Europe for the last fifty years have driven many thousands of skilled mechanics there to seek homes and assist in the wonderful industrial growth of that nation. Countries, therefore, whose industrial career has only begun, need not be disappointed if their progress in that direction is not so rapid as that of the two nations mentioned; and in all their efforts for furthering the same they should hold to the doctrine of encourage and protect, but do not pamper. The two former will stimulate and invigorate, while the latter, if it produce no greater evils, is the certain forerunner of industrial languor.

FREE CANALS.

Under the above heading the Montreal Gazette of the 17th has the following:

As the opening of navigation is close at hand and lake grain charters have already com-

menced in Chicago, our shippers and forwarders of grain are very anxious to know what steps the Government intend to take in regard to the agitation for free canal tolls, as they claim it is of the utmost importance to them to know immediately if the desired change in abolishing our canal tolls will take effect this season. Some of our shippers stated to-day on 'Change that if our canal tolls were not removed they might as well go out of business, as it would be impossible for them to compete with the free toll system of the United States.

The casual reader is too apt to conclude that this question of free canals in the Dominion is one that interests vessel owners only, and that other sections of the business interests of the community of Canada have but little to lose or gain by the abolition of portages on inland navigation. Such a view of the question is a thoroughly short-sighted one, as the question affects the whole country, and is one of great importance to the North-west.

The avowed policy of the present Government is Canada for Canadians in matters of trade, and the keystone of their railway policy has been to retain Canadian traffic in Canadian channels. To maintain this latter policy Sir John McDonald's Government are in duty bound to take some prompt steps in this canal question. The vote of the State of New York last fall opened the way to free navigation through the United States to the Atlantic seaboard, and that this advantage is fully appreciated by the legislators at Albany is evident from the legislative interference in the transfer charges at the elevators at Buffalo. In short the people of New York, or rather their representatives, have taken this key note from the railway policy of Sir John's Government, and are wiping out every obstacle in the way of cheap transportation through the United States. Americans have not yet given up hope of holding a large proportion of the carrying trade of Canada, and they are determined if cheap carrying will tend toward this end they will still mined to supply the same.

The legislators of New York having taken a hint from the present Dominion Government and acted promptly thereon, it would not be out of place for the Dominion Government to return the compliment, and take a hint from the Albany Legislature. A system of excluding American railways from sharing in the trade of Canada seems only one point in the Government railway policy, and must leave that policy very incomplete, unless

by waterways as well as railways freights can be carried as cheaply to the seaboard through Canada as through the United States. While the tolls on canals exist the advantages must be against Canada, and vessel owners of the Dominion be compelled to carry a load while trying to compete with Americans.

There is much to interest the people of the North-west in this question of free canals. The present season will open an all Canadian route by lake and rail from Manitoba to the Atlantic. At the shores of Lake Superior the products of these prairies will be open for competition in freights to the Atlantic ports, and with free canals at their disposal, Americans would have the decided advantage in making freights. Here the Government policy of excluding American competition could accomplish nothing, and Canadian vessel owners would have to enter into competition with odds against them. In this instance the Government can directly benefit the North-west and carry out their avowed policy at the same time. Recently by a tariff bill they carried out their policy with a supreme contempt for North-western interests, and now that the matter is reversed, it remains to be seen if their action will be as prompt. It may be, however, that the North-west, with only five representatives, is not worthy of any consideration at the hands of a ministry.

BREAKERS AHEAD.

It is a noticeable fact that almost every trade journal published on this continent has during the last few weeks been sending forth a cry of improving trade, and yet each encouraging article has its note of warning, which may be accepted as the echo of the cry. Our Eastern Canadian financial journals, while endeavoring to soothe the doubts and fears of business circles in general, and speculative circles in particular, are forced to admit that the dawn of monetary confidence which they profess to see breaking, is not unmingled with clouds that threaten coming storm. In the United States the reports of such journals are even more minor, and to the careful watcher of commercial events must produce considerable uneasiness. Bradstreet's of the 14th, ult. professes to see a general improvement in trade all over the country, the evidences of which are the activity which opening

spring usually creates, and the fact that the crop prospect is good in at least two Western States. The same article, however, admits that while there is a feeling of satisfaction in trade circles, there are no signs of increased activity, and its closing passages speak of threatened stagnation and labor troubles in connection with the iron trade which sound about as inspiring as the bugle call that orders the charge of a forlorn hope. Looking therefore at the trade situation in the Eastern Provinces and the United States from every point, the best that can be said of it is that we have much to be thankful for at present, and much to beware of in the future.

If we turn our attention to the North west, the prospect is no more hopeful. True, we have nothing to fear from labor troubles or industrial stagnation, as the manufactures of the country are yet so limited that the demand far exceeds the supply. But the prospect for commercial and financial affairs shows much reason for caution if not for alarm. While monetary affairs remain in the nervous condition they are now in the eastern cities a free money market is not to be expected in the North west. There are in this new country as yet no financial institutions of sufficient magnitude to concentrate and hold capital here through a point of depression or financial excitement, and the North west is consequently at the mercy of eastern cities in the matter of financial supply, and past experience has shown how the same can be curtailed or cut off when the demands of Montreal or Toronto speculators dictate so.

In mercantile circles the outlook is even less reassuring, and calls for the serious consideration of every business man in the country. An inquiry among mercantile houses reveals the fact that merchants all over the North-west, both wholesale and retail, are suffering from the effects of the overstocking of the past season. Retailers have their shelves filled with the goods which should have been sold last winter, and are now afraid to stock up for the summer's trade dreading a similar result. This is more noticeable in lines which have different classes of goods for each season, but it is astonishing to what extent this is the case, even in the staple lines. Such a state of affairs cannot but act like a load upon the commerce of the country, and it would be well for every business man to remember

that this same load is securely fastened on, and must be carried for the greater portion of the present year before complete relief from it can be expected. It is a common remark among mercantile men that it is better to have stock in shelves than accounts in your ledger, especially in a new country like our own. This statement is perfectly true, but the value of the goods to your credit at your banker's is much better still, and places the merchant in a much more independent position. Goods in stock may be as good as collateral, but they cannot until sold and paid for fill the bill for cash, and while they are carried an amount of extra capital secured from some source is necessary for the conduct of business.

It is useless now to attempt to make plain the reasons of this overstocking, but the reckless manner in which the representatives of eastern houses sold goods to North-western merchants had much to do with it. The record of insolvency for the last four months, and the proportion of liabilities to these eastern houses furnish a guarantee that this recklessness will not be repeated, so that the danger of another overstocking is practically past, and the aim from this date forward must be to maintain a system of strict economy, and guard against recklessness of any description, so that the commercial system of the country may safely carry through a load which is the natural result of a period of overconfidence, having its origin in a speculative mania. Such a course, backed by a determination to husband all financial resources for the benefit of legitimate business in the strictest sense, will carry the North-west through safely, and enable the commerce and industry of the country to weather the "Breakers Ahead."

THE AMERICAN TARIFF BILL

It seems that the new tariff bill passed by the last session of Congress has not yet braved all the opposition against it, although the cutting, carving and patching it underwent while under the care of Congress left so little that could be called change, that when finished its history resembled that of the piece of broadcloth which the village tailor first made into a coat for the squire, but, misfitting him, he made it down to a waistcoat; after another misfit, to a pair of gaiters, and finally to a button cover for his honor's wig. So with this measure of so-called tariff reform, so little of the gist of that

commodity is left, that the measure might pass unnoticed. Yet there are some people in the United States so terribly opposed to the moderate provisions of the bill that they cannot get reconciled to its being law, and a correspondent of Bradstreet's has come to the conclusion that the whole measure is unconstitutional.

This correspondent quotes from Article I, Section 3, of the national constitution, showing that while Congress has the power of levying taxes, the initiative in framing laws of that class must be taken in the lower House. He contends that so radical were the changes and so extensive the additions made by the Senate to the original bill of the lower House, that the bill passed had practically its origin in the Senate, and is therefore unconstitutional. How far the supreme court would sustain this decision it is impossible to foreshadow. But supreme courts have given strange decisions, and the rendering might as readily be in accordance with the views of this chronic kicker as not; and should such be the case, it would only finish up the whole career of the tariff bill with the same ludicrousness which characterized its torturous wiggles through a legislative process.

The question raised by this correspondent is another proof of the unwieldy burden a written constitution must be to a progressive nation. The tinkering which the constitution underwent after the close of the American civil war which obliterated all marks of slavery, and extended voting principles from white to a limit as black as soot, but which nevertheless excludes (according to the opinion of some supreme court judges) some of the intermediate shades of brown and yellow peculiar to Mongolians, showed how useless the original constitution was some eighteen years ago. Some of the onlookers said that the amendments then made would not last the country twenty years, and if general trade questions are to be affected by constitutional considerations, as this correspondent claims, these predictions are likely to prove true. The whole United States are thoroughly imbued with a spirit of commercial and industrial progress, and will wipe out great obstacles to maintain a course in that direction. Constitutional amendments are difficult to accomplish in the United States, but even difficulties of that nature will be surmounted if they stand in the way of trade advancement.

WINNIPEG MONEY MARKET.

During the past week the stagnant feeling which has prevailed in monetary circles for some weeks was to some extent slackened in this city. This is not due by any means to the increase in cash resources at the banks, but to the fact that the demand for money for mercantile purposes was much lighter than it has been for several weeks. The month of April has certainly made heavy demands upon wholesale dealers and bankers for renewals, but the bulk of the demands in that line seem to have been crowded into the early days of the month, and now they are much fewer and less in amount. Added to this is the fact that with the flow of immigration money has also been coming into the country, a large proportion of which will be retained here. This has made the circulation of money in retail circles freer, and in an indirect way this eases the demand at the banks. First-class commercial paper has been received at from 9 to 10 per cent, the bulk of it being at the latter figure, and ordinary at from 10 to 12 per cent. There have been some transactions with private capitalists, not strictly commercial in their nature, in which a much higher rate has been paid, but these were few. Money on landed mortgage security has not been changing hands very freely during the week, and nearly every transaction of that class has been at 10 per cent interest.

Taken altogether the monetary affairs of the city have been in an easier state, than for several weeks previously, and as spring advances further improvements is expected.

WINNIPEG WHOLESALE MARKETS.

The general report from the wholesale trade of the city for the past week, while it is a healthy one, is not quite so encouraging as that of the previous week. This may be accounted for to a great extent by the state of the roads all over the country, and the fact that no farm products are reaching market. The wholesale dealers, too, are acting very conservative, and are not pushing matters with anything like the indiscriminatio which was noticeable last spring. The class of immigrants who are now coming to this country are as a rule supplied with most of their immediate wants, even to the item of provisions, so that the flow of new comers does not increase the mercantile business of the North-west as much as might be expected. Some branches, however, are very busy, and consider the trade prospect much better than it was a year ago.

AGRICULTURAL MACHINERY.

The wholesale houses in the city have not been receiving such good reports from retailers during the past week as might be desired, but a steady flow of business is being done which, as soon as roads are improved, will doubtless be greatly increased in volume. About twenty car-loads have been shipped to different points during the week, and during ten days the different houses here have received nearly one hundred cars from the manufacturers. With improved roads a very great increase in business is generally expected.

BOOTS AND SHOES.

In this branch of trade there has been a slight

lull during the past week. Trade has not been dull, but has not reached the expectations some dealers had two weeks ago. Wholesalers, too, are not too eager to do business, and are watching carefully the development of the spring opening. Collections in the country are reported rather slow, which is only what may be expected under present circumstances.

CLOTHING.

In this line the delivery of first consignments of spring goods is about over, and there is now a lull waiting for the first sorting up orders. Some travelers are now out, and others will start with the opening of the coming week. There is no feeling of disappointment among wholesalers, and the present quiet feeling is nothing more than was anticipated. The report of collections is not very bright, and will not likely improve until spring is fairly opened up and roads in good condition.

CROCKERY AND GLASSWARE.

For two weeks back there has been in this branch an unusually brisk demand for staple goods, and quite a heavy trade has been done during the past week in those. The bulk of the trade has been from the country, and southern Manitoba has furnished a heavy proportion. Wholesalers speak in a very hopeful manner of the prospect, and expect to be busy on into the summer months.

DRUGS AND CHEMICALS.

In this line business has not been rushed during the week, but has been steadily improving. New orders for opening stocks have figured among demands, most of which have come from the new towns of the far west. Collections are reported reasonably good, although a few renewals are reported.

DRY GOODS.

The report from the different houses in this trade are conflicting, some giving rather a dark picture, and others speak quite hopefully. There can be no doubt but the evils of last season's overstocking are still felt more or less; but the general feeling now is that a work of improvement has set in, and several houses report a greatly increased trade during the past week. Collections are reported fair to good, and still quite a proportion of paper has to be renewed, although in almost every case for a very short date. While wholesalers are very cautious about extending their volume of credit, retailers seem to be equally cautious in purchasing, and both combine in a conservative course of action.

FANCY GOODS AND SMALL WARES.

Business in this branch has improved very much during the week, but not to the extent that might be expected at this season of the year. Retailers complain that the mud prevents their business from improving, and they are consequently slow in purchasing their new stocks. A week of dry roads and fine weather would give business a big impetus, and the day or two of bright weather towards the close of the week made a decided improvement.

FISH AND POULTRY.

These commodities are by no means plentiful at present, especially the latter, of which the quantity on sight in the city during the past

week will not admit of wholesale quotations. The variety of fresh fish has been confined to white fish and pickerel, and were quoted respectively at 8c and 3c. Findonhaddock are to be had at 12c, and quite a lively demand for these has existed all week. Oysters are nearly out of the market, but are still quoted at 60c for selects and 50c for standards.

FRUIT.

The demand for fruit has been quite active during the week, while the variety has been rather limited. Apples are getting scarcer, and have been quoted from \$7.50 to \$8.50, Oranger 1 are ranged from \$8.50 to \$9; lemons from \$7.50 to \$8. Grapes are almost out of the market, and no other small fruit were to be had. Figs have remained at our last quotations, while raisins have not changed either. These comprise the whole variety that have been on the market.

FUEL.

There has been no change in the price of coal as yet, and dealers are anxiously waiting for the new freight rates via Thunder Bay, which are expected to make quite a reduction in prices in this city. Anthracite hods at \$15 delivered, and bituminous at \$13.50 and \$14.25. Wood has been quoted at \$5 to \$6 per cord, only the finest dry lots bringing the latter figure. Tamarac has sold from \$7 to \$7.50. The warm weather of the past few days has caused a great falling off in the demand, while the stock in the city is still quite heavy.

GROCERIES.

This branch of trade is the one most decidedly affected by the flow of immigration which has been going on for some weeks, and business has accordingly brisked up considerably. The volume of orders from the country have kept steadily increasing, while the city trade has been quite lively. Prices of staples have changed but little. Sugars have been quoted, raw 9½c, yellows 9½ to 9½c, granulated 11 to 11½c. Coffees have ranged, Rio 15 to 20c, Javas 22 to 30c. Collections are reported as moderately good, and a feeling of hopefulness pervades the trade.

HARDWARE AND METALS.

With the advent of mild weather and livening up of the building trade, considerable life has been infused into the above branch of business. Light hardware has been in good demand also, and a good country trade has been done. In metals there have been no changes of prices, although there has been an inclination toward an advance in eastern markets, and should the demand here increase, an advance in some lines may take place. Quotations for the week have been: Tin plate, 14x20, \$7.25 to \$7.75; 20x28, \$11.50 to \$15.00; bar iron, \$3.75 to \$4; sheet iron, 5½ to 6c; iron piping, 25 per cent off price list; ingot tin, 32 to 34c; pig lead, 5½ to 7c; galvanized iron, No. 25, 8½ to 9c.

LUMBER.

There has been great activity in this branch of business during the past week, and heavy sales have been made for building purposes. With the opening of navigation, which will no doubt take place during the current week, a still greater stirring up is expected,

and the saw-mills will immediately thereafter be in full operation. There have been very few changes in prices for some weeks back, but in our next issue quotations that will give an index to prices for the season will no doubt be available.

STATIONERY AND PAPER.

The report for this branch of business is very encouraging, a lively trade being done both in the city and country. From several new points opening orders have been received during the week, and several weeks of very brisk trade are anticipated.

WINES AND SPIRITS.

The lively feeling which pervaded this branch of trade died away somewhat during the past week, but no actual dullness exists. There have been no changes in prices, and quotations to jobbers and purchasers of quantities, duty paid, are: Brandy, Hennessy's one star, in cases, \$14; V. O., in cases, \$18; Jules Robin, cases, \$10.50; in wood, \$4 per gallon, Imperial measure; Pinette, in wood, \$4 per Imperial gallon; Louis Freres, in cases, quarts, \$10; flasks, two dozen in a case, \$11; half flasks, four dozen in a case, \$12; M. Dubois, in wood, \$3.50 per gallon; cases, quarts, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$11; green cases, \$6; Old Tom gin, Bernard's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$4; Stewart's, in cases, quarts, \$8.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4 per gallon. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 per gallon; G. O. P. rectified, in wood, \$3.50; W. F. L. five-year old, \$2.50 per gallon; cases, quarts, \$7.50; flasks, \$8.50.

THE MARKET'S.

WINNIPEG.

GRAIN AND PROVISIONS.

The past week has been one of unusual dullness in grain matters, and the movement has been exceedingly limited. With the breaking up of spring, roads have been in such a condition that traveling was impossible. In the city not more than half a dozen loads of street receipts have been taken in, and car lots by rail have fallen off almost entirely. The fact that many farmers who hold high lying lands are already preparing for seeding has also something to do with these light receipts, but until roads are very much improved, there is no hope of their increasing.

WHEAT

Has been very scarce for several days on the streets. Millers, however, have quite a stock on hand, and have arrangements made to keep running steadily during the spring break up. All the mills are once more in operation, but are not crowded. Any good dry wheat that could be placed on the market would bring 80c at present, and for choice lots of dark Fife a few cents more would be paid. There have been no shipments during the week to eastern markets, and none are likely to take place until the opening of navigation brings grain by the river.

OATS.

The stock of these in the city at present is liberal, but has been greatly lessened during the past week. Literally no receipts have

reached the city, nor are any expected for a week or two. There has been a little eagerness displayed on the part of dealers to replenish their diminishing stocks, and offers of 50c a bushel have been heard of for first-class dry lots. These are not too plentiful, and the probabilities are that the receipts during the next few weeks will comprise a lot of damaged stuff.

BARLEY.

No barley has been received during the week, and the demand is almost as limited as the supply. Dealers offer 40 to 48c, but are not eager to purchase.

No other grain is now on the market.

CHOPPED FEED.

Is now quoted at \$28 a ton, and the demand has livened up considerably during the past ten days, and promises to keep increasing as spring advances.

POTATOES.

Receipts of these have been very light during the week, and the stock now in the city is very small. Those who have any on hand hold them firm at \$1 a bushel. No street receipts need be expected for some time, and unless the supply by rail increases very quickly, there will be something of a scarcity soon.

BUTTER.

The stock of prime dairy butter in the city is very light at present, while poor qualities are abundant. The demand, however, runs exactly opposite to the supply, and first-class goods have stiffened slightly in price. Choice dairy ranged during the week from 26 to 27c, with gilt-edged lots at 28c; creamery has held at from 30 to 32c, while low grades have sold at 20 to 24c.

CHEESE.

Has been in fair demand during the week, and as held firm at 16c for good qualities.

EGGS.

The receipts during the week have been light, and consignments on their way from the east are by no means numerous or heavy. Prices have consequently held firm, and 25c has been the steady quotation during the entire week.

MESS PORK.

There has been no change in the price of this product since our last report, and quotations hold steady at \$25.50. There is some talk of a slight advance should Chicago and other packing markets hold the firm and advancing tendency of the past week.

BACON.

There has been almost no change in the prices of this product for the past week. Dry salt is quoted at 14 to 14½c; long clear smoked, 15c; and spiced roll, 15½ to 16c. The stock in the city is ample for the demand, which is steady but not over heavy.

HAMS.

Only smoked hams are on the market at present, and the quotations for prime goods have held firm at 16c. Some inferior lots have been offered as low as 15½c.

CORNED BEEF.

There is no change to report in the price of this article, although the demand has increased considerably during the week. Quotations have not moved from \$18.50.

MINNEAPOLIS.

The markets of the week have been steady with a slight upward tendency, and confidence in futures has been maintained right through. The week opened with wheat nearly a cent lower than the quotations of the previous week, but gradually advanced as it wore on, sellers getting every day more unwilling to let go. On Tuesday the receipts of wheat were about 25,000 bushels, only a small proportion of which was offered for sale, and the market was un-

eventful. The following quotations represent the business of the day:

WHEAT, No. 1 hard, \$1.09½ to \$1.10; No. 1, \$1.06 to \$1.07; No. 2 hard, \$1.05½ to \$1.06.

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

OATS, No. 2 white, 40 to 41c; No. 3½ to 40c; rejected, 36 to 38½c.

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

On Wednesday the receipts of wheat had fallen off to 10,000 bushels, only a few cars being offered for sale. Prices advanced slightly and quotations ranged as follows:

WHEAT, No. 1 hard, \$1.10 to \$1.10½; No. 1, \$1.06 to \$1.06½; No. 2 hard \$1.06 to 1.06½.

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

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

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

On Thursday receipts of wheat were down to 2,500 bushels, and the market was slow. Quotations were:

WHEAT, No. 1 hard, \$1.10 to \$1.10½; No. 1, \$1.06 to \$1.06½; No. 2 hard, \$1.06 to 1.06½.

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

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

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

On Friday the receipts were again light, and wheat was on the upward tendency. The following were the range of quotations for the day:

WHEAT, No. 1 hard, \$1.10 to \$1.11; No. 1, \$1.06 to \$1.06½; No. 2 hard, \$1.06 to \$1.06½.

CORN, No. 1, 49 to 50c; no grade, 45 to 48c.

OATS, No. 2 white, 49 to 50c; No. 2, 39 to 40c; rejected, 36 to 38c.

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

On Saturday there was but little change in the state of the market. The wheat receipts were light, and a dull feeling prevailed. The following are the quotations for the day:

WHEAT, No. 1 hard, \$1.10 to \$1.11; No. 1, \$1.06 to 1.06½; No. 2 hard, \$1.06 to \$1.07.

CORN, No. 2 49½c to 50c; no grade, 46 to 48c.

OATS, No. 2 white, 41 to 42c; No. 2 40 to 41c; rejected, 36 to 38½c.

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

CHICAGO.

The grain market of the past week opened with a steadier tendency, and in wheat a complete check to the bear movement of last week was given. During the first few days a slight advance was made and held, while in corn and oats there was scarcely a fluctuation. In pork and lard there has been no excitement either, and the week altogether has been rather uneventful one. On Tuesday closing quotations were as follows:

	April,	\$1.06½	May,	\$1.06½
Wheat,	April,	\$1.06½	May,	\$1.06½
Corn,	"	53½	"	54½
Oats,	"	42½	"	43½
Pork,	"	18.20	"	18.3½
Lard	"	11.40	"	11.45

On Wednesday there was a little activity, with a slight advance in wheat, while other

products were steady. Closing quotations were:

Wheat,	April,	\$1.07½	May	\$1.09
Corn,	"	53	"	54½
Oats,	"	42½	"	42
Pork,	"	18.30	"	18.45
Lard,	"	11.40	"	11.45

On Thursday wheat again made a slight advance, and corn and oats held steady and firm. Pork and lard were also on the advance. Closing quotations were:

Wheat,	April,	\$1.08½	May,	\$1.10½
Corn,	"	54½	"	55½
Oats,	"	42½	"	43
Pork,	"	18.47½	"	18.57½
Lard,	"	11.50	"	11.52½

On Friday wheat was still firm and inclined to advance, while corn and oats eased off slightly. Pork and lard were unchanged from the previous day. Closing quotations were:

Wheat,	April,	\$1.09	May,	\$1.09½
Corn,	"	54	"	55½
Oats,	"	41½	"	42½
Pork,	"	18.47½	"	18.57½
Lard,	"	11.50	"	11.52½

Saturday's market was rather an uneventful one, and the fluctuations in both grain and provisions were few and limited. The following were quotations near the close:

Wheat,	April,	\$1.10	May,	\$1.11½
Corn,	"	53½	"	54
Oats,	"	42	"	42½
Pork,	"	18.47½	"	18.60
Lard,	"	11.40	"	11.45

TORONTO.
STOCKS.

The stock market of the past week has not been subject to any marked fluctuations, and the week altogether has been a rather uneventful one. During the early days the sales were light, and Bank of Toronto for a day or two attracted considerable attention and showed some strength. Although the transactions were light, there was no depressed feeling which so often attends dull markets, and the paucity of sales was more attributable to a careless and undecided feeling on the part of both buyers and sellers. There has been an utter absence of anything like a nervous feeling, and it would be impossible to foreshadow what was likely to be the turn in any particular stock. The quotations of Wednesday give an idea of the average quotations of the week, and were as follows: Montreal, 202½ and 201½; Ontario, 115½ and 114½, with transactions at 115; Molsons, 123½ off-red; Toronto, 190, with transactions at that figure; Merchants, 125½ and 125; Commerce, 134½ and 134½, with transactions at 134½; Imperial, 143½ and 142½; Federal, 160½ and 160½, with transactions at 160½; Dominion, 1e9½ and 198; Hamilton, 116 and 114; North-west Land Company 75½ and 75, with transactions at 75. Towards the close of the week a general decline set in.

GRAIN AND PRODUCE.

There has been considerable life in the produce market here during the past week, and the movement of grain has been steady, although not extra heavy. Offerings have been comparatively light, but not evidently short of the demand. The lively feeling is not to be attributed to the amount of business done, but more to the hopeful feeling which is general in expectation of the opening of navigation within a few days.

WHEAT.

For the better grades the demand early in the week was good, although a little easier later on. About the middle of the week No. 2 fall was worth \$1.02, and No. 3 99c, while

goose was worth 93 to 94c; No. 1 spring wheat sold up to \$1.07, and No. 2, \$1.05.

OATS.

There was some fluctuating in the price of oats during the week, but the range was within two cents a bushel. The highest figures reached for prime lots was 48c, while inferior grades sold between 44 and 46c.

BARLEY.

The demand for this grain has been light, while the offerings have been liberal during the week. Only the brightest was in demand, and lower grades were very slow in sale. No. 1 sold as high 73c, and was free sale at 72c; No. 2 ranged from 68 to 69c; extra No. 3 was worth 62c, and No. 3 52c.

PEAS.

Have been steady all week, with light receipts. No. 2 sold freely at 78c, and more wanted at that figure.

EYE.

Has been slow in sale with quotations nominal at 65 to 67c.

FLOUR.

There has been a reasonably heavy movement in this product, with prices quite steady. Superior extra sold from \$4.45 to \$4.50, and extra from \$4.35 to \$4.40.

BUTTER.

This market has been rather quiet all week, and buyers were unwilling to invest. First-class shipping lots were in demand and sold at from 20 to 21c for choice dairy, and 18 to 20c for box rolls. Poor qualities sold down to 15c. There is some hanging off on the part of buyers in expectation of the new season's butter.

CHEESE.

Has been firm and steady, with stocks on hand small. Choice sold from 14 to 16c, and medium 12½c.

MESS PORK.

Has been quiet and almost stationary in price, \$21.50 being the standing quotation.

BACON.

The trade in this product has been quiet, with prices steady all round. Cumberland sold at 10c for round lots, long clear at 11c, and rolls at from 12½ to 13c.

HAMS.

Have been in reasonably good demand and sold at 12c for pickled and 13 to 13½c for smoked. The latter were most in demand.

EGGS.

The stock of eggs has been steadily on the increase during the past week, while prices have been as steadily declining. Towards the close of the week lots sold at 13c, and one or two quotations were heard of as low as 12c.

Markets by Telegraph.

Special Despatches to the Commercial:

STOCKS.

TORONTO, April 28. Stocks, after holding dull during the closing days of last week, recovered somewhat this morning, but relapsed in the afternoon, closing again dull. The opinion gains ground that banks will follow the cautious example of Bank of Montreal, which tends to keep speculation quiet. Closing bids to-day were: Montreal, 199 and x d, 195½, sales at 196; Ontario, 115½; Toronto, 190½, sales at 190½; Merchants, not quoted; Commerce, 134, sales at 134; Imperial, 141½, sales 142; Federal, 158½, sales 158½; Hamilton, 114; North-west Land, 75½ here with reports of Montreal sales at 79 and 80; Manitoba Loan offered at 123.

GRAIN AND PRODUCE.

TORONTO, April 23.—Great excitement in wheat and flour and rapid advance in price during the last few days. To-day flour sold, su-

perior extra, \$4.75 to \$4.80; extra, \$4.60. Wheat advanced considerably, and sold, No. 2 fall, \$1.06 to \$1.07, No. 1 was not offered; No. 1 spring was worth \$1.13 and could not be had; No. 2 sold at \$1.11; Goose was held at \$1.05 with \$1.04 bid. Oats were rather easier, eastern sold at 44½c; western in bags at 47c. Barley was very weak and not in demand; No. 1 sold at 70c, extra No. 3 58 to 59c; and No. 3 was offered at 47c. Peas were unchanged and rye nominal and unchanged also. Butter was rather quiet, the business done being chiefly in new rolls at 17 to 19c; a few new tubs brought 21c. Eggs were abundant and sold at 13c. Meats have held firm and were quoted to-day, long clear in round lots at 11c; one car-load of pickled hams sold at 12c. Seeds are scarce and rising in price.

MINNEAPOLIS, Monday, April 23.

Market rather dull to-day. Receipts of wheat still light, and offerings equally light. Sales to-day small. Wheat unchanged from Saturday's figures. Corn slightly firm. No. 2 quoted at 50 to 50½c. Oats firm and in good demand, No. 2 white sold at 42c; No. 2 mixed, 40c; Rejected 36 to 39c. Flour was unchanged with light sales.

Chicago, Monday, April 23.

Grain markets to-day were active and attended with interest. Wheat was on the rise and closed at \$1.11 for April, \$1.12½ for May. Corn held steady and firm, an effort being made to corner April shorts, closing April, 51c; May, 53½c. Oats were neglected and closed at 41½ for April and 42c for May. Pork was slightly lower than on Saturday, and lard closed at \$11.35 for April. The day's transactions in pork and lard were light.

Iron Ore.

Under this heading the Winnipeg Times of last night has the following article:

The following extracts from from a letter written by Mr. John Frew, of Glasgow, Scotland, a well-known mining expert, possesses some interest at this time. The letter refers to Mr. Anderson's iron discovery at Lake Winnipeg:

"By this night's mail I have received from my chemist friend the analysis of the Lake Winnipeg hematite sample forwarded by you to me, and his results agree with my rough examination of the ore. The average sample gives 58.30 per cent. It is comparatively low in phosphorus, an important point in steel ore, and as it is possible the quality may improve as the ore is opened out, I think the deposit promises fair to become of importance if the quantity is anything like what is supposed. As this ore is mixed with carbonate of lime, I would like to know if there is any limestone deposit near this ore. I am pleased to know for certain that ore like this does exist in Manitoba, and if the necessary fuel (bituminous or anthracite coal) can be had within paying distance of the ore, I see no reason to doubt that Manitoba will come to the front as an iron producing section. If I could hear of coal of good quality being found anywhere near this ore deposit, I could see a way of interesting people across the Atlantic in the Northwestern country as an iron district. I will be glad to hear if anything has been seen of coal in this locality. There is a large deposit of limestone close to this mine. It is astonishing that the deposit of ore in sight is upward of one million tons."

Immigration.

The steady stream of immigration which has been flowing into the North-west during the past six weeks has now attained its full volume, and is all that the most sanguine friends of this country could desire, so far as the number of new arrivals is concerned. Each train from the south brings its scores at least, and sometimes hundreds of immigrants, and the hands of Captain Grahame, the government immigration agent, and his assistants are certainly full, attending to them all. A year ago, when the first rush of immigrants arrived in the North-west, the country was in a sorry state with floods, and it was impossible in many cases for the new arrivals to make their way further west than Winnipeg, or at the furthest, than Brandon. As a natural consequence Winnipeg, which had been overcrowded more or less all the previous winter, was packed with floating population. Then last spring Brandon was the western terminus of the C. P. R., and all the incomers who had to seek a temporary location in any town, were compelled to remain in the towns east of Brandon. The number of places to receive them was therefore limited, and this was another cause of the overcrowding of this city. This year the C. P. R. extends as far west as Swift Current, and in all the towns along the main line some kind of preparation has been made for the reception of these new arrivals. The fine weather and absence of floods all over the country enables all with a definite destination west of here to proceed at once to the same, and numerous others make their way without stopping over, to some point further west, and nearer their probable future home. It is a noticeable fact this spring, that the class of immigrants who are arriving here is made up principally of people coming out to look up a permanent location, and comprises very few of the class who were attracted a year ago by the news of the great real estate boom, and the possibility of making a fortune in a few days, or a few months at the furthest. There are fewer customers for the Winnipeg bar-rooms among the new arrivals, but there are more of them who will expend labor, money and brains in the development of the resources of this wonderful country.

Strange to say there are some complaints from mercantile circles in Winnipeg, that immigration has done very little as yet towards improving trade in the city. There is no doubt some truth in this complaint, as the immigrants who are arriving are, as a rule, supplied with almost every requisite for their immediate wants, and have for some time no necessity for patronizing any retail merchant outside of the grocer. As soon, however, as they settle down to whatever calling they are going to follow, their numerous wants will become known to them, and the demands upon merchants will commence. Winnipeg as the business centre of the North-West must be the largest participator in this increasing trade, the best feature in which is that it will be an ever increasing and steady volume. The complaint of dealers is therefore uncalled for, and is indicative of a very great want of patience. Whatever may be the disappointment experienced regarding

the present immigration, we have reason to feel gratified that it is made up almost entirely of settlers, who will add to the producing power of the country, and who have no time to loaf around any of our cities or towns in such numbers as to make these unhealthy from overcrowding. As an appendix to this we might add that the high rents demanded by property owners has no doubt a little to do with this state of affairs complained of by a few of our merchants.

The Snide Advertiser.

Up to the present date it has generally been supposed that all parties seeking advertisement through the press of the North-west were bona fide, and good for the payment of their bills as soon as the work of advertising was completed. Until very recently this was the case; but within a few weeks we have heard of some parties on the south side of the international line, who have been trying some sharp practices upon the country press of Manitoba, the most lenient interpretation of whose conduct is, that they are not prepared to pay their advertising bills. Only a few isolated cases of this class have as yet come to light, but as it becomes known what a wide field for trade exists in the North-west the number will assuredly increase. The parties who carry on this business are numerous in the eastern United States, and they have practiced upon the country press west of the Mississippi for years back. They are usually parties whose goods are sold through dealers, who purchase not from the advertisers directly; and in many cases the game is tried to get a cheap celebrity upon some patent article, which has not yet found a footing in western markets. The circulars which such persons send to country newspapers usually offer much better payment for ads. than the ordinary manufacturer of some staple patent medicine, and country publishers are only too ready to jump at their offers, without making any inquiry as to the standing or reliability of their liberal patron. When the first quarter's advertising bill falls due, the policy then pursued is to pay no attention to the publisher's requests for payment. All that unfortunate individual then has against his advertiser is a claim against a firm, real or imaginary, in some distant part of the country, to collect which, even if the debtor was good for the amount due, would cost more than it was worth. The only way for country publishers to do to avoid being gulled in this manner, is to make careful inquiry through a mercantile agency regarding parties at a distance asking for advertisement, and unless the same is beyond question to refuse to insert their ads. The value of the country press of the North-west as an advertising medium is rapidly becoming known among solid houses both in the eastern Provinces and States, and there is no necessity for pioneer journalists inserting the ads. of worthless parties, who will never pay them. Reliable parties will be ready to avail themselves of the use of their columns, if the advantages are lucidly explained to them.

There seems to be a great amount of discussion at present regarding the the fixing up of Main

street into decent condition for travel. There seems to be a strong feeling against Mayor Mc Micken's graveling process, while no person seems to have courage enough to propose any other scheme. A gentleman informs us that a good method would be to lay the center portion of the street, say sixty feet wide, with tamarac poles, corduroy fashion, and spread soil and gravel on top until a level surface is secured. He says the scheme has been tried and worked well in Toronto, and should work here. The durability of cedar or tamarac in the ground is well known, and as the latter is plentiful in this section of the country, the undertaking would not be an enormously expensive one.

The Commercial office was favored yesterday with a call from Mr. Richards, representative of the Chicago Times, who has come for another sojourn in the North-West, and is keeping an eye upon mining affairs in Keewatin. During his last visit Mr. R., besides making a thorough examination into the business affairs of this city, investigated closely into the mining prospects around the Lake of the Woods, and his report in the Times of January 1st was not only extremely favorable to the North-West, but elaborate in detail. He informs us that New York and Chicago stock exchanges are becoming aware of the mineral wealth of the North-West, and manufacturers of mining machinery are looking to this country as a valuable field for the sale of their goods. Mr. R. has made many friends in this city, and is meeting with a hearty welcome back among us.

The numbers of private buildings which are to be erected during the present season in Winnipeg will be far in excess of that of any previous year, and several will be great architectural ornaments to the city. Several public buildings are also to be erected, among which will be the new Parliament House and the general hospital. The contracts for the latter are already let, the brick work to Gill & Atkinson and the carpenter work to W. Simson. The cost of the whole structure will be little short of \$50,000 when finished. The contracts for the Parliament House are to be let to-day, and there will no doubt be some keen fighting for the different contracts, as many have put in their estimates.

The construction of the main line of the C. P. R. westward is now commenced for the season, and over one hundred of Landgon & Sheppard's men are now at work west of Swift Current. Operations are not yet in full swing owing to the season not being far enough advanced, but after another week of fine weather this firm will put on their full force, and track lying to the Saskatchewan River will be completed by the middle of June at the furthest. At the same time gangs will be at work grading west of that, so that there will be by the coming fall an immense stretch of track ready for grading. There will be no let up on the part of the C. P. R. Syndicate until the road is through the Rockies, unless when severe weather compels rest.

Mining Affairs.

Like all other matters mining affairs have not shown any extraordinary activity during the past week. The season of break up will cause a gap during which very little will be heard from the miners, and until navigation on the Lake of the Woods is open reports will be few and further between. In all of the mines where operations have been going on, no let up to work will take place, and in every case a stock of provisions has been laid in, which will keep the hands supplied until navigation is open. From the Argyle and Winnipeg Consolidated we hear of milling operations going on with very encouraging prospects, and machinery working well. A rumor reached Winnipeg early last week that the first gold brick of the season had been produced, and would be in the city within a few days. It proved to be only a rumor, and the first specimen of auriferous building material has yet to be received.

In the matter of mining stocks, sales while not very numerous or heavy during the week have been at good figures as a rule. Some correspondence in the Times has not had much of a bullish effect upon stocks, and the most bearish tendency has been produced by the reply that was meant to have an opposite effect. Actual production is the only thing that will now prove the wisdom of mining investments in the Lake of the Woods district, and we have no doubt but this all powerful argument will be forthcoming within a few weeks. The days of floating stock upon nothing but assays is about over in this city, and the companies who make most headway in their operations are likely to have the highest quotations in the stock market.

Lake Superior Navigation.

This summer the number of steamers plying upon this monarch of lakes will be largely in excess of those of 1882, and there is a certainty that several vessels will be added of a much safer class than any that have heretofore plied upon that lake. The increased business to and from Prince Arthur's Landing alone will necessitate large additions in tonnage, and will be the means of bringing out some good vessels to ply between Canadian ports. Besides three lines that will be operated between Ontario ports and Thunder Bay, it is stated that a fleet of ten new Clyde built passenger and cargo boats will be placed on between Montreal and Duluth. How much truth there is in this rumor we cannot say, but no doubt the influence of the Grand Trunk and Northern Pacific will be combined to keep a first-class line of steamers between Duluth and Eastern Canadian ports. The Canadian Pacific, on the other hand, will concentrate their power on Prince Arthur's Landing, and will no doubt provide equally good and safe craft between that point and the east.

PORTAGE LA PRAIRIE.

Mr. Ryan, dealer in boots and shoes of this town, has opened a branch store at Moose Jaw.

J. C. Wright, the veteran auctioneer, has given up business, and his voice will be no more heard at our street corners.

No produce has been coming to town during

the past week, and business generally is dull, with the exception of the building trade, which promises to soon be extra lively.

The P. W. & N. W. Railway Company are having trouble with their line at the Westbourne marsh. A break has been temporarily repaired this week, and another is feared soon.

Politicians are elated over the prospect of a new Parliamentary election here, which will keep the town in a ferment for two weeks more, while business men see in this no advantage to trade affairs.

Within another month a custom house officer will be located at the C. P. R. depot in this town, and a portion of the company's sheds are now being fitted up for a customs department. The new arrangement will no doubt facilitate business.

On the morning of Sunday the 15th it was found that the freight shed of the P. W. & N. W. Railway had been blown down with the high wind of the previous night. Goods stored in it were damaged to the extent of several hundred dollars.

News has reached here that Mr. Johnson, of Owen Sound, is perfectly satisfied with the encouragement offered him by the Town Council, and will ship his machinery and commence the construction of his oatmeal mill as soon as navigation opens up. This will add another valuable industry to the Portage.

SELKIRK

I. M. Howell is building a large addition to the Keewatin Hotel, 28x50, three stories high.

R. Dixon, who for some time kept a general store in East Selkirk and sold out a short time ago to W. Heary, is in trouble, financially.

Wm. Bullock, late assistant in R. Bullock's general store, is opening out the Merchants' Hotel, and intends making it a first-class house.

Capt. T. Duncan, of the steamer "Princess," has taken up his residence here, and let the contract to-day for a dwelling house on Pacific Avenue.

Mr. Dixon, contractor, has all the stone and brick on the ground for the new registry office, and intends having it finished before the first of June.

Four car-loads of supplies arrived to-day for the contractors of the Selkirk Branch of the C. P. R. The work is to be pushed vigorously and the contractors are quite sanguine about having it ready for travelling by the first of June.

EMERSON.

The prospect of a county election within the next few weeks has once more waked up politicians, and the town and county will be in a ferment until it is over.

There has been plenty of mud and very little business in this city during the past week. Roads have been so bad that scarcely any farmers have come to town, and no grain has been received.

The business changes of the week have been

few and unimportant. The Four Corners Hotel has changed proprietors, Fred Morgan being the new occupant. Thomas Keyes has opened a restaurant on Dominion street.

Considerable fear has been expressed as to the safety of the bridge across the river here during the present break up. This is unnecessary, as there is no reason to fear any danger from what floods are likely to occur this year.

MANITOBA CITY.

Since sleighing has broken up general business has been dull.

A livery and sale stable is almost completed, and will be conducted by Mr. Fennel, late of Nelson.

Some five or six agricultural implement firms have representatives in this city, and each one is pushing business lively.

A large and substantial grain warehouse has recently been erected, close beside the C. P. R. track, by Mr. McMartin.

Our village blacksmith, Mr. Waldie, is kept busy, and the ringing sound of the hammer on his anvil is heard in our streets.

Farmers in this neighborhood are preparing for spring seeding. About three times the acreage of wheat sown last year will be put in this season.

The Daly House, kept by Messrs Salts & McKay, is doing a good business. Guests get good accommodation, and are treated with great attention by the obliging proprietors.

The C. P. R. Co. have for the past few weeks been running daily trains to this point, and they have been making very fair time, although the track is in rather a shaky condition. The freight and passenger traffic over this branch is very large, and we understand it is the best paying one hundred miles of road the C. P. R. has got. Mr. Hunter, the station agent here, is quite popular with all the business men of the place, as he is obliging and attentive to his duties.

Rapid City is seeking incorporation.

A branch of the Union Bank is to be opened at Piolet Mound.

P. Ferday intends starting a Shingle Mill at Hamilton, in Southern Manitoba.

The Herald, a weekly newspaper recently started in this city has suspended publication.

Mr. Hucall has rented the Queens Hotel, Rapid City, and will take possession on the first of May.

The first wholesale house in Prince Arthur's Landing is to be established by McKenzie & Co., from Delhi, Ont. The firm deals exclusively in canned goods.

Lumber prices at Qu'Appelle Station are:—Sheeting \$36; dimensions, \$40; flooring, \$40; shingles \$5.75 to \$6.50.

J. B. Thomas, late of the firm of Thomas & Hogarth, Merchant tailors, Winnipeg, and Mr. D. McLean, formerly with Harris Son, & Co., intend opening in Calgary with a stock of general merchandise. They left on last Thursday.

BRANDON.

Judge Walker has purchased Lawrence Buchan's private residence on section 22. The judge moves to Brandon shortly to live permanently.

Mr. Bauer, of Hamilton, was in the city last week, it is his intention to erect a large brewery here, on which work will begin at once. Mr. Bauer is a man of capital and long experience in the business. The city will grant this new enterprise a bonus.

The city debentures have been sold at 55c. The Council have been going too fast which placed the city finances in bad shape, and were driven to accept the first offer made. The Imperial Bank has bought the debentures and stand to make a good haul in this speculation.

Business has been very good for the past week and the fine weather has removed all the snow and dried the streets, and dust has been flying for the past five days. Building is being pushed forward rapidly; structures of all descriptions are being put up. They are too numerous to mention separately. One of the largest is a three story convent, being built at the south-east end of the city. Messrs. McDougall and McPherson being the contractors.

PILOT MOUND.

Business here promises well for this season. Spring is opening up fast, and seeding operations will be general next week.

G. F. Lindsay of Nelson is about to open up of the Tremont House here. He has finished it in complete style at a cost of \$3,000, and will make it a fine hotel.

At a meeting of the Mountain Agricultural Society held here on Monday, it was decided to hold the annual exhibition in this place on the 27th and 28th of September, having funds to the extent of \$700 on hand, and with the aid of the Government grant they hope to be able to offer numerous valuable prizes.

PRINCE ALBERT.

The people of this still far off town are now straining every nerve to secure a railway that will connect their town with navigation on the Saskatchewan, and there is reason to hope, that one will be completed for next spring's opening of navigation. A gentleman who has just come from there tells us that the town and settlement is on the boom, and real estate has gone up to fancy figures in some instances. The North-west Navigation Co. will have a fleet of boats on the Saskatchewan this year which will greatly facilitate transportation to and from the settlement and bring it into close communication with Winnipeg and the east. An informant says that the amount of business now done in the town would astonish any visitor from the east.

A Grain Exchange.

To the Editor of the Commercial

DEAR SIR:—I have watched with interest your endeavors for the securing of an elevator system in Winnipeg, and am on the tip toe of

expectation regarding that effort, which in your issue of the 10th, you say is being made to organize a company for that purpose. In the same issue of your paper, a correspondent signing himself "A Grain Merchant" has shown how necessary grain storage arrangements in Winnipeg are, if the city is to hold any power in the export trade of the North-west, and your several editorials on the question have (to my mind at least), proven that Winnipeg's maintaining her lead as the commercial depot of the Province depends upon the establishment of a grain storage system in the city. Any further argument in that direction from me is unnecessary, but I may be allowed to make a few suggestions as to means that might be used in the establishing of that storage system. The first move I will suggest is the organization of a grain exchange for the city, and I mean an exchange whose members and stock holders will be all men engaged in or directly connected with the grain and produce business, and not a combination of speculative dead beats like some who have made attempts at similar organizations in the city already. This move would at least concentrate the grain interest of the city, and any step taken by such a combination would be an intelligent one, and dictated by the actual necessities of the trade. In most of the great grain markets of America such movements as this are initiated and pushed forward by the Boards of Trade or Chambers of Commerce of the cities, but from your editorials and from personal inquiries which I have made I find that the Winnipeg Board of Trade have so far made no move in this matter. On looking over the names of the officers of that board, I am in no way surprised that they should be slow in taking up this question. I find the President of the Board is head of the land department of a large corporation, and has not, as far as I can learn, one dollar's worth of interest in what I consider the trade affairs of the city. Among the other officers and council I cannot find the name of one man connected with the grain interests of Winnipeg. It would be unreasonable to expect, that the grain requirements of the country would receive the consideration due them from such officers and council. Supposing they were ever so willing to attend to the matter, it is plain that among the number there is not sufficient knowledge of grain matters, to enable them to take intelligent action upon the question. For this and other reasons I advocate the organization of a grain exchange for Winnipeg, being convinced that it is necessary in order to guard interests connected with that trade itself, and that it will be a good step towards centering the grain business of the North west in the city.

By finding space in your columns for this letter, you will greatly oblige, etc.

BROKEN.

Produce.

In its review of the produce business the Montreal Gazette of the 19th has the following: A decidedly firmer tone characterized the English wheat markets to-day, and further additions to cost were made. Cargoes in all positions and offerings at Mark Lane were firmer, and interior markets were dearer. Liverpool

spot offerings advanced 1d. per cent all round and a like advance occurred in maize in the same market, which was quoted up to 5s. 8d. Canadian peas, 7s. 7d. Wheat and flour were steady in Paris. The imports of breadstuffs into the United Kingdom during the past week show an important decrease of 25,000 barrels of flour, 96,000 quarters wheat, and 128,000 quarters maize. The amount on passage to the continent exhibits an increase of 10,000 quarters wheat, the quality of maize remaining unchanged as compared with that of a week ago. The following were the imports into the United Kingdom during the periods named:

	Past week.	Co. week 1st. yr.
Flour, bbls.	215a220,000	170a175,000
Wheat, quarters,	340a345,000	240a245,500
Maize, quarters,	130a135,000	100a105,000

The amount of breadstuffs on passage to the continent was as follows on the dates named:

	April 17,	April 10,	April 18,
	1883.	1883.	1882.
Wheat, qurs.,	420,000	410,000	660,000
Maize, qurs.,	80,000	80,000	50,000

Private cable advices from Liverpool to-day confirmed the strong tenor of Beerbohm's dispatches.

Indian vs. American.

In an article on the above subject the New York Millers' Journal of the 18th divides the different Indian wheat species as follows:

1. The white wheat, of a bright straw color and a white floury fracture. This variety is most suitable for the London market, and is in great demand by English millers, on account of its dryness, to mix with the moist English wheat.

2. The hard white wheat with a brittle grain of a flinty or ricy appearance. This brings a higher price in Italy, for the manufacture of macaroni, than in London;

3. The soft red wheat, which differs from the soft white only by the reddish color of the skin and a smaller grain. It is also very suitable for the English market.

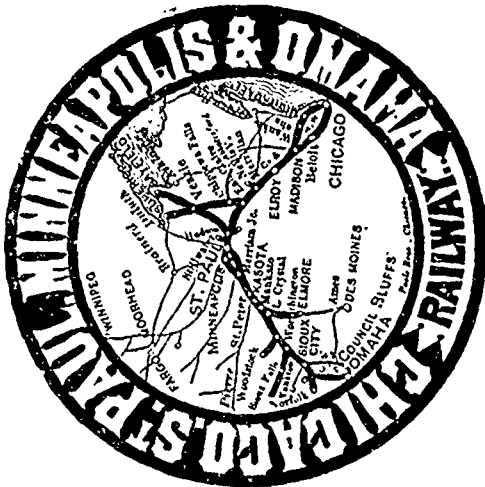
4. The hard red wheat, which is of a dark brown color, translucent in appearance, with a smooth and glass like fracture. It stands lowest in the London market.

Seeding Prospect.

Already in some parts of the Province seeding has commenced, but this is only in isolated cases, and it will probably be the end of the present week before it is general even in high lying land. In low lying localities no crops will likely be in the ground until the latter part of next week. Altogether the spring's work has commenced considerably earlier this season than last, although the breaking up of the river is fully as late. No floods of any magnitude are likely to keep back work, and that is a great advantage. Last year there were some flooded localities where sowing was not completed until early in June, and the prospect now is that the spring's work in the Province will be finished this season at least two weeks earlier than in 1882. The acreage of grain will be much greater than last year, and with a favorable springstart, the North-west is on the fair way to an abundant crop for 1883.

The Finest Route to the Nor'west.

Palace
Dining
Cars.



Magnificent
Sleeping
Cars.



MAIL CONTRACT.

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

The conveyance to be made in a suitable vehicle. The Mails to leave Birle every Wednesday at 6:30 a. m.; arrive at Rosburn at 12:30 p. m. Leave Rosburn same day at 2:30 p. m.; arrive at Birle at 8:30 p. m. Or, if more suitable to the parties tendering, the arrival and departure may be as follows: Leave Rosburn every Wednesday at 6:30 a. m.; arrive at Birle at 12:30 p. m. Leave Birle same day at 1:30 p. m.; and arrive at Rosburn at 7:30 p. m.

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

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

Post Office Inspector's Office, }
Winnipeg, 29th March, 1883. }



MAIL CONTRACT.

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

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

The Mails to leave Winnipeg every Friday at 8:30 a. m., and arrive at La Broquerie at 7:30 p. m. Leave La Broquerie every Saturday at 6:00 a. m., and arrive at Winnipeg at 5:00 p. m. Or, if more suitable to parties tendering, the arrival and departure may be as follows: Leave La Broquerie every Friday at 6 a. m., and arrive at Winnipeg at 5 p. m. Leave Winnipeg every Saturday at 8:30 a. m., and arrive at La Broquerie at 7:30 p. m.

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

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

Post Office Inspector's Office, }
Winnipeg, 29th March, 1883. }



MAIL CONTRACT.

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

The conveyance to be made in a suitable vehicle. The Mails to leave Winnipeg daily, Sunday excepted, at 7 a. m., and arrive at St. Boniface at 7:20 a. m. Leave St. Boniface same days at 6 p. m., and arrive at Winnipeg at 6:20 p. m.

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

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

Post Office Inspector's Office, }
Winnipeg, 29th March, 1883. }

H. R. BANKS & CO.

Manufacturers and Dealers in

Lumber,
Lath,
Shingles, Etc.

Planing Mill and Factory,

Garland St., Portage La Prairie.

Branch Yard, Moose Jaw.



Ontario Metallic Spinning Co.,
WOODSTOCK, ONT.

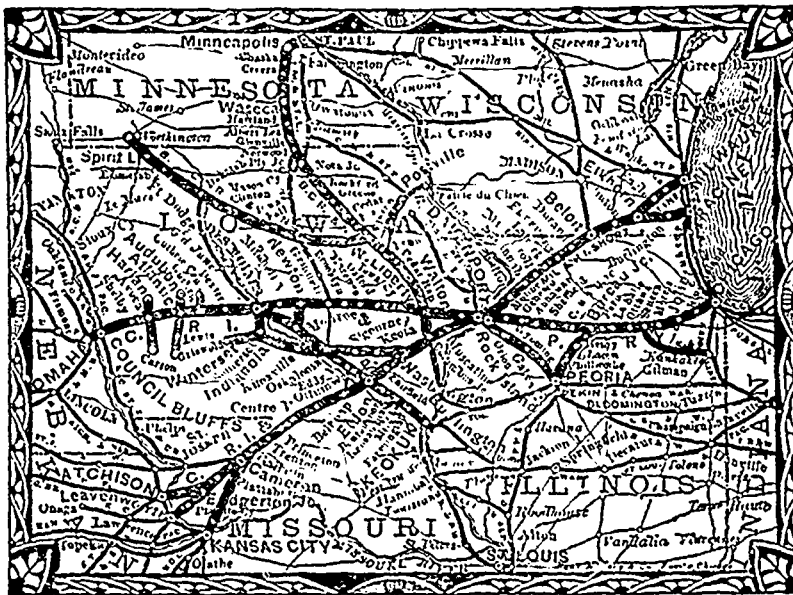
Manufacturers of the best and cheapest four-pointed

BARBED STEEL WIRE,

made. Over FOUR THOUSAND MILES already put up on the Canadian Pacific Railway and in the North-west. For circulars and prices apply to

R. J. SHORT, Agent,

Opp. C. P. R. Freight Sheds, Point Douglas.
P. O. Box 944.



ALBERT LEA ROUTE.

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

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

Manitoba Steam Coffee and Spice Mills.

G. N. SCOTT & CO.

IMPORTERS, MANUFACTURERS AND WHOLESALE DEALERS IN

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MUSTARDS AND GROCERS SPECIALTIES.

Roasting and Grinding for the Trade.

Telephone Communication. P. O. 935 Winnipeg.

JAMES ROBERTSON & CO.

—IMPORTERS OF—

TINSMITHS AND PLUMBERS' SUPPLIES

AND GENERAL

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JAS. TEES, Manager. WHOLESALE ONLY.

R. JAMES BANNATYNE. ANDREW STRANGER

BANNATYNE & CO.

(SUCCESSORS TO A. G. B. BANNATYNE)

WHOLESALE GROCERS

AND DEALERS IN

Provisions, Wines & Liquors.

383 MAIN STREET, WINNIPEG, MAN.

BALFOUR & FRASER

MANUFACTURERS & DEALERS IN ALL KINDS OF

Oak, Dimension Timbers,
Sleigh Material, Bent
Stuff, etc. etc.,**Bridge & Ship Timber**
a Specialty.Bridges Built on short notice. Plans
and estimates furnished on Application
P. O. BOX 32. EMERSON, MAN.**CAUTION.**We beg to call attention to the very close imitation of
our bottled whiskey, which is being shipped to Manitoba
and sold, we have reason to believe, for the original RED
SEAL, which we have registered at Ottawa under the

TRADE MARK OF "W. F. L."

The Red Seal and Label are imitated almost exactly; but
our whiskey bears our own signature on**CORKS, LABELS AND CASES,**besides Dr. Girdwood's certificate attached to every bot-
tle, which we have placed thereon because of the imita-
tions of the other labels.

W. F. LEWIS & CO.

Montreal, April, 1883.

ON HAND
White Lime, Barley & Potatoes.

FOR SALE LOW.

B. V. MILLIDGE,

224 Main St., Corner Sutherland St., Winnipeg.

STEEL CUSHIONED

BILLIARD TABLES.**SAMUEL MAY.**

MANUFACTURER,

W. O. ANDREWSole Agent for Manitoba and the North West
Territories.P. O. Box 1012, or Room 32 Club Chambers,
Winnipeg.

W. R. LANGRIDGE.

A. McD. WILSON.

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

Between McDermott & Bannatyne,

WINNIPEG.

SEND FOR QUOTATIONS.

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

St. Paul and Winnipeg.

Brewers of High Class

English Burton Pale Ale,
London Porter and
Dublin Stout.**E. FLOOD & CO.,**
BANKERS & BROKERS, REAL ESTATE,
INSURANCE & FINANCIAL AGENTS.

PRINCE ALBERT, N. W. T.

Drafts issued on all points in the Dominion. Returns
of collections promptly made. Bills discounted. Loans
negotiated.**Chicago, St. Paul, Minneapolis, Omaha, &**
North-Western Railways.

GOING EAST.

Express trains leave Minneapolis at 1.00 p.m. and 8.00
p.m.; and St. Paul, 1.45 p.m. and 8.45 p.m.; arriving in
Chicago at 7.00 a.m. and 2.00 p.m.

COMING WEST.

Express trains leave Chicago at 11.30 a.m. (except Sun-
day) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and
12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m.
This is the only line between St. Paul and Chicago run-
ning the Pullman Smoking Room Sleepers, and Palace
dining cars.

GOING SOUTHWEST.

The Chicago 6 p.m., and Omaha trains leave St. Paul
for Sioux City, Omaha, Kansas City and San Francisco at
10 a.m. and 3.30 p.m.**St. Paul, Minneapolis & Manitoba.**

SOUTHEASTWARD.

Express leaves St. Vincent at 11 15 p.m. and 11.30 a. m.
arriving at St. Paul at 6.20 p. m. and 8.10 a. m.,
the day following, making close connections with trains
running in all directions.

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.00 a.m.,
arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day
following, making close connections with the Canadian
Pacific.Trains run between St. Paul and Minneapolis almost
every hour.Sleeping cars on all night trains.
Trains run no St. Paul time.**Michigan Central.**

EASTWARD.

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

WESTWARD.

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

Dining car on trains for Breakfast and supper.

ON THE RAIL

—TO—

CANADAThrough Elroy and Madison,
Wisconsin.Passengers have all the luxuries of modern railway
travel; Pullman and Sleeping Cars provided with luxu-
ries; Smoking Rooms. No change of cars for any class
of passengers; quick time and sure connections at St.
Paul and Chicago; and starting from Winnipeg on these
trains you will take your meals between St. Paul and
Chicago in the**FINEST OF DINING CARS.**No hurry, no getting left, as your Dining Hall goes with
the train. Remember these comforts and conveniences
andAsk for Passenger Tickets through Elroy and
Madison.For Map of this route call on any Railroad Agent, or
address T. W. TEASDALE, General Passenger Agent, St.
Paul, Minnesota, who will also send free of charge a copy
of the Picturesque North-west.

T. W. TEASDALE,

G. T. and P. Agt.
C. St. P. M. & O. P.**WINNIPEG IRON WORKS CO.,**

Cor. of Post Office and Victoria Sts.,

Manufacturers of

Shafting, Hangers, Pulleys,
Brass and Iron Castings
OF EVERY DESCRIPTION.Iron Columns, Gratings, Forgings, Light
and Heavy, General Blacksmithing, all
kinds of Iron Work, Millwrighting, etc.Our Shops have been fitted up with the LATEST
IMPROVED MACHINERY and satisfactory
guaranteed in all kinds of work.

Canadian Pacific R'y Co.

(WESTERN DIVISION)

TRAIN SERVICE.

CHANGE OF TIME

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

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

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

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

Daily except Sundays.

Going South.		Going North.	
Leave	Winnipeg	Arrive	
7.35 a.m.	*7.35 p.m.	10.35 a.m.	7.50 p.m.
	Otturburn.		
8.50 a.m.	8.50 p.m.	5.20 a.m.	5.50 p.m.
	Emerson.		
10.25 a.m.	10.13 p.m.	3.05 a.m.	4.40 p.m.
Arrive.	St. Vincent.	Leave.	
10.40 a.m.	10.28 p.m.	3.45 a.m.	4.20 p.m.

* Daily.
 * Daily except Saturdays.
 † Daily except Mondays.

SOUTHWESTERN BRANCH.

Going South.		Going North.	
Lv 7.30 a.m.	Winnipeg	8.50 p.m.	4.30 p.m. Av.
" 11.40 "	Morris	4.45 "	12.25 "
Ar 1.55 p.m.	Gretna	2.30 "	Lv
" 5.00 "	Manitoba City		7.35 a.m. "

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

SPECIAL NOTICE.

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

Trains move on Winnipeg time.

JOHN M. EGAN, Gen. Superintendent.
 W. C. VAN HORNE, Gen. Manager.
 WM. HARDER, Ass't Traffic 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

A. B. ELFORD. W. C. MANNING.

Elford, Manning & Co.,

Manufacturers Agents and

Commission Merchants.

OFFICE AND WAREHOUSE,

No. 43 King St., Winnipeg Man.

Money Advanced on Consignments.

REPRESENTING

UPPER CANADA FURNITURE CO.

Bowmanville, Ont.

DOMINION ORGAN AND PIANO CO.,

Bowmanville, Ont.

COBOURG MATTING CO., Cobourg, Ont.

H. G. PEDLAR'S TINWARE Oshawa, Ont.

THE WINNIPEG WAREHOUSING COMPANY.

(LIMITED)

Store every description of goods Free or in Bond.
 Special attention paid to Emigrants effects, trunks, furniture, agricultural implements, &c.

Insurances effected at lowest rates.

Warehouse receipts issued negotiable at all Banking Offices.

All goods shipped to the company or to R. W. FRANCIS & Co., when in car lots will be delivered at Warehouses (which have a switch of C. P. R. running directly to them) free of charge.

We make a specialty of receiving car lots from the Eastern Provinces consigned to different parties throughout the North-West Territories, passing Custom entry and distributing to their several destinations.

R. W. FRANCIS, Manager.

STOVES!
WHOLESALE.

E. & C. GURNEY & CO.,

RUPERT ST., WEST, WINNIPEG

The Manitoba Soap Works!

ST. BONIFACE, MANITOBA.

Wall, Bessette, Lecomte & Co., Proprietors.

The Champion Soap is strongly recommended for family use, being the best Soap sold in Manitoba.

TRY IT! TRY IT! TRY IT!

CHAS. E. GATE.

JOHN F. THOMPSON.

GATE AND THOMPSON,

—PRACTICAL—

PLUMBERS, GAS AND STEAM FITTERS,

No. 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 1054.

Manitoba Pioneer

PAPER MILLS!

S. McILYANIE, Proprietor.

MANUFACTURER OF

Building, Tar and Wrapping Papers.

Portage la Prairie, Man.

Planing Mill and Lumber Yard in Connection.

TENDERS.

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

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

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

LINDSAY RUSSELL,
 Deputy Minister of the Interior.

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

BRICK
 MACHINES.
MARTIN

PATENT.

E. & C. GURNEY & CO.

Winnipeg.

W. J. GAGE & CO.,

WHOLESALE

Booksellers & Stationers,

Notre Dame St. East, Winnipeg.

W. P. GUNDY, Manager.

LEVETUS, WRIGHT & CO.,

IMPORTERS OF

Jewelry, Watches, Etc.,

WHOLESALE ONLY.

Agents for Montreal Optical Co.

Office and Sample Rooms, Bird Block,
 433 Main Street.

WINNIPEG, - MANITOBA.

EDDY & PALMER,

GREAT NORTH-WEST

Trades Protection, Gen'l Enquiry,

-AND-

Detective Agency.

Audit of Accounts,
Collection of Debts, Rents, Etc.

OFFICE OVER MONTREAL BANK,

346 MAIN STREET, WINNIPEG.

N. B.—In addition to the above, being acquainted with the leading citizens of this town, we afford assistance to intending settlers, giving such information as the necessities of their business may require 26-3-33

ASSINIBOINE MILLS AND

ELEVATOR "A."

PORTAGE LA PRAIRIE.

The Purest and Best Flour

That Modern Inventions can produce to be had in large and small quantities at said roller mills. Three grades. Also large quantities of SEED WHEAT, BARLEY, AND OATS. Chop, bran and shorts constantly on hand. Capacity Elevator.....115,000 Bushels Capacity Mills.....200 Barrels daily.

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Agents at Winnipeg.

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Grain, Flax-Seed, Flour,

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WINNIPEG, MANITOBA.

OGILVIE MILLING CO.

Mill at Point Douglass.

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 tned Pearl Barley, Graham Flour, Cracked Wheat Bran, Shorts Ground Feed, Oats, Barley, etc., always on hand.

Wheat buyers at all Shipping C. P. R. Stations.

MANITOBA
MORTGAGE INVESTMENT CO.,

(LIMITED.)

CAPITAL.....\$2,500,000.

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C. Sweeney, Esq., Man'gr, Bank of Montreal, Winnipeg.
A. F. Eden, Esq., of Messrs. Stobart, Eden & Co.
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This Company has been formed expressly for the purpose of lending money on the security of Real Estate in Manitoba. Advances made on the security of farm and city property at lowest current rates.

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H. R. MORTON
Manager.

ROSS, KILLAM & HAGGART.

Solicitors.

**WESTERN CANADA
LOAN AND SAVINGS CO.**

CAPITAL.....\$2,000,000

ASSETS.....4,000,000

Head Office—Toronto. WALTER S. LEE, Manager.

This Company being an old established one, and having a command of large funds, are prepared at all times to advance money on security of Farm or City improved property. No delays. No commissions. Lowest rates.

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IMPORTERS,

Wholesale Druggists

AND

Manufacturing Chemists,

WINNIPEG.

ROBERT MUIR,

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The Palace Hotel of the Northwest.
WINNIPEG.

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

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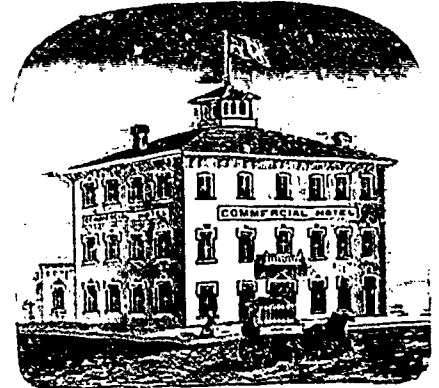
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COMMERCIAL HOTEL,

MORRIS, MAN.

BETWEEN WINNIPEG AND EMERSON, ON THE RED RIVER



GOOD ACCOMMODATION FOR COMMERCIAL TRAVELERS. SPLENDID SAMPLE ROOMS.

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Syrups,
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Coffees,

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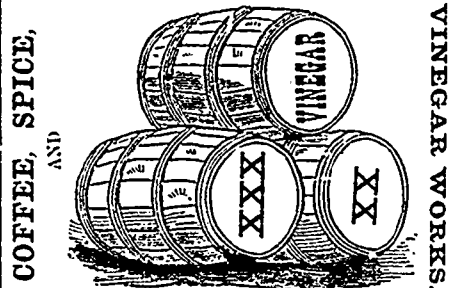
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Special attention given to ROASTING & GRINDING COFFEES.

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SPECIAL ATTENTION TO
Churches, Schools, Public Buildings, Railway.
Hydraulic, Gas and Sanitary Works Generally.
E. McCOSKRIE & Co.

When parties communicate with us please give the following particulars.

- A.—Nature of ground and size of lot. Best to make a rough draught of lot, with points of compass and direction in which building is to face and where it is to be placed.
 - B.—Materials to be used in construction wood, brick, veneer, or stone.
 - C.—Whether you wish to supply any materials, and if so what quantities and kinds.
 - D.—Size, height, arrangements, numbers and uses of rooms and floors.
 - E.—Style and amount of outside finish—porches, verandas, balconies, bay windows, tower, etc.
 - F.—Outbuilding and offices, and distance of same from main building, also fences.
 - G.—What improvements are wished—rain water system, drainage, heating, ventilation, baths, W.C's, etc.
 - H.—Prices of labor and material in your locality.
- Give full name and address with nearest Post Office.

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"THE EXCHANGE,"

Corner Main St. and Portage Ave.
Winnipeg, Man.

REAL ESTATE AND TRADE AUCTIONEER
LAND VALUATOR & FINANCIAL AGENT.

Advances Made on Goods in Warehouse or
in Bond.

SALES PERSONALLY CONDUCTED & RETURNS
PROMPTLY RENDERED.

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C. P. R. Bonds for Sale.

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Money to Loan on Mortgage.

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The only Wholesale Manufacturers of Brown and Black Fire and Water-Proof Paint, put up in Barrels of Forty-two Imperial Gallons, ready for use. A call solicited and satisfaction guaranteed.

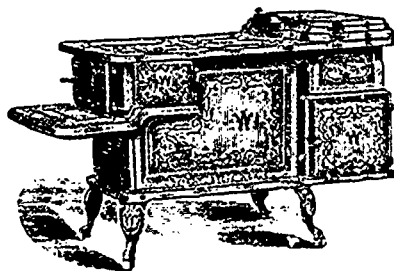
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THE WINNIPEG

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We carry in stock a complete line of Cook, Box and Parlor Stoves, Base Burners, Ranges, for Coal or wood; Stamped and Pieced Tinware.

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A Fire-Proof Safe with Combination Lock, nearly new,

WILL BE SOLD CHEAP.

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Agents for the "Washburn & Moen" Celebrated
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BISCUITS AND CONFECTIONERY,
BY STEAM POWER.
Importer of Confectioners' Supplies, etc., etc.

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Specimens of all kinds of mineral bearing ores assayed
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HOUSE FURNISHINGS!
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The British Canadian

LOAN AND INVESTMENT CO.

(LIMITED.)

Have removed their office to the Dundee Block, Main St.
MONEY TO LOAN,
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"We Sell to the Trade Exclusively."

Our Goods are giving General Satisfaction.

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