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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, SEPTEMBER 11, 1883.

NO. 50.

The Commercial

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

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WINNIPEG, SEPTEMBER 11, 1883.

FORT MACLEOD seeks incorporation as a town.
TRACK for street railway is being laid on Portage avenue.

T. SPARLING has opened a carriage shop at High Bluff.

EMSLIE & BELL, customs brokers, Winnipeg, have dissolved.

THE Selkirk and Winnipeg Railway is doing a good business.

W. S. SUFFEL, general store, Emerson, has assigned in trust.

G. F. BRYAN, cigar dealer, Winnipeg, has assigned in trust.

CARMAN & BRO., general store, Stonewall, have assigned in trust.

MAHAFFY & CLINSKILL, general store, Prince Albert, are removing to Battleford.

ANNIE A. JASPER, millinery, Emerson, has made an assignment in trust.

E. FRIEND, dealers in cigars, &c., Winnipeg, has been closed by the sheriff.

DESCENT & Co., of the McCaskill House, Winnipag, have dissolved partnership.

A. L. ASHDOWN, hardware, merchant, at Prince Albert is removing to Edmonton.

MCLEOD & Co. have opened a store at what is known as The Crossing, near Fort Macleod.

CAMPBELL & CARMICHAEL hotelkeepers, Winnipeg, have dissolved. A. Carmichael continues the business.

W. COUSINS, general store, Medicine Hat, has taken Harry Scatcherd, from London, Ont., into partnership.

THE Post Office Department are locating a number of large boxes in various parts of this city for the posting of transient newspapers.

W & J. HENKROFF, grocers, Auburn, have sold out their business to R. W. Hector, who was formerly in the butchering business at Brandon.

QUEBEC failures last week were: Geo. Payne, gunsmith, Montreal; Remillard & Quigley, confectioners, Montreal; A. Boyer & Co., tailors, Valleyfield.

A LARGE cattle ranche is to be started out on the Broken Head river, about twenty miles from Selkirk, by Messrs. Cowan & Smith, two young Englishmen.

THE McLeod Gazette has received a large amount of new machinery, in the shape of presses, etc., which they expect to have in operation next week.

A NEW journal has been started in Rat Portage. It is styled *The Argus and Northwestern Ontario Mining and Lumbering Record*. It is a neatly gotten up and well edited sheet.

LYON MACKENZIE & POWIS are building a large addition to their premises, extending from the present building to Albert street. This will nearly double their warehouse accommodation.

OSLIVIE'S elevators throughout the country are being finished with all despatch. A large gang of men are at work, and it is expected that they will be ready in good time for this season's crop.

A CENT stamp, partly on the wrapper and partly on the newspaper, in the United States constitutes a sealed package, and the package will go only to the dead letter office. The public should govern themselves accordingly.

THERE was a considerable frost on Thursday night, but so far as heard from there has been no damage of serious account done to the crops. Tender garden stuff in the city, such as tomatoes, cucumbers, &c., however, suffered considerably.

THE report of the Department of Agriculture and Statistics for the Province of Manitoba has been received. It contains a great deal of valuable information, arranged in a careful and concise manner, which reflects credit on the energetic Deputy Minister, Mr. Acton Burrows.

MR. BOYLE, of Macarthur, Boyle & Campbell, has returned from England, where he went in connection with floating the bonds of the Manitoba and Northwestern Railway. He met with excellent success, and negotiations will be completed at a meeting to be held in Toronto shortly.

THE golden spike which marked the completion of the Northern Pacific Railway was driven on Saturday amidst great enthusiasm. In about two years we may expect a similar demonstration on this side of the line when the Great All Canadian Rail route is opened from ocean to ocean.

THE steamer Lily, of the Northwest Transportation Company's line, sunk in the South Saskatchewan, below Medicine Hat, last week. This is a heavy loss to the company, as about \$35,000 was spent last year in fitting her up. There were no passengers on board, and the crew got off in safety.

W. J. PATTERSON, secretary of the Montreal Board of Trade and of the Corn Exchange Association in that city, has issued an elaborate report relating to the home and foreign trade of Canada, and the commerce of Montreal for 1880 to 1882. A mass of valuable statistical information is given, including a summary of the Dominion census for 1881.

THE following failures are reported from Ontario: R. Barker, general store, Bayfield; Wm. Robertson, general store, Beaumiller; Jasper Cross, jeweller, Bothwell; W. F. Reid, general store, Brucebridge; L. St. Jean, hardware, Henderson; J. L. Bean, tinware, Lindsay; The Lindsay Paper Mills Co., Lindsay; T. Hood, gilder, London; Geo. Malcolm, miller, Tavistock; Wm. Monteith, produce, Toronto; Moorehouse & Godson, dry goods, Toronto; Burton & Reynolds, coal, &c., Windsor.

The Aggregation of Capital a Necessity.

The aggregation of large amounts of capital engaged in manufacturing, railroading and other commercial enterprises is not only a necessity, but notwithstanding the popular outcry to the contrary, a great public benefit. Cheap freights which permit the farmer of Dakota to send his wheat to Europe for a market are due to the consolidation of immense capital in the trunk lines of railway. The cheap steel rails with which the roads are provided, and which are important elements in enabling them to minimize freight charges within their present limits, are the product of works requiring a vast consolidation of capital, both in their construction and management. The watches we wear, and which are now so cheap, could never have been produced at their present market value were it not for such immense establishments engaged in their manufacture as are seen at Elgin and Waltham.

Extensive capital permits of the steady and permanent employment of large bodies of men and the best utilization of their labor in conjunction with the most approved modern machinery. What progress could a man whose capital would not exceed five thousand dollars make in producing watches? How far would that sum go toward equipping and running a steel rail plant? What kind of a railroad would that be in which no more than twenty thousand dollars were invested! Possibly in a level country it might reach from one to two miles. Suppose that the lines from Chicago to New York were made up of such little links, what would be the consequence? The rate of freight would from necessity rule so high as to be an embargo on all through business. A through line of road is under one chief, and hence economical, management. As the number of the employees is very large, their services can be obtained at a reduced rate. All supplies, being purchased in extensive quantities, cost far less than though bought in small quantities and in a hand-to-mouth manner. As the companies have ample capital, they can not only employ the best talent but also equip their road in the best manner. In their machine-shops they can have the best appliances and the most skilful workmen, and their engines and cars may be constructed in the most approved manner. It is the same in manufacturing concerns. Employing great capital means the concentration of large bodies of workmen in one plant, the cheapening of the cost of construction, as well as facilitating the turning out of an extensive production.

By the employment of large amounts of money in a single enterprise there often arises an industry which could not be successfully carried on by individual exertion or with a moderate investment. Hence new fields of labor are opened, cheaper articles are produced, constant and remunerative employment furnished to large populations, and the development of the natural resources of the country hastened. But, providing this be true, the question is asked again and again, Is there not great danger in the power which those in charge of corporate wealth possess? The answer to this must truthfully be, that if this power is rightfully used it will

prove a blessing, if wrongfully used it may prove a curse. It is a grave mistake to assume that those who have the power to do evil will exercise such power. There is a latent danger that a railway train may leave the track and be wrecked, but it would be unwise to assert that all trains are therefore dangerous and that the inevitable tendency of all is to rush from the track.

The history of the country shows that railroads and manufactories have been important instrumentalities in promoting the substantial growth of all sections of our land. They have brought blessings and not evils. They have been wealth developing institutions, benefiting poor as well as the rich.

Those who inveigh so loudly against our great corporations should ask themselves the question,—What would become of the country were these corporations all to be obliterated? That some abuses have grown up and been engrafted in the management of some of our corporations is probably true. But until the world arrives at a state of perfection this may be expected. Individuals also do wrong in their private capacity, and wrongs, whether private or official, may be charged to the weakness of human nature, and not to our great corporate systems as such. There has been a disposition to exaggerate the power of consolidated capital, and to magnify the many mistakes and wrongs of those entrusted with its management. This is not as it should be. Our manufacturing and railway corporations are necessary factors in our present civilization. The work they do could not well be done without the concentration of large capital, and the public, instead of declaiming against them and endeavoring to hinder their progress, would do much better to treat them fairly and justly and to recognise their importance and value as well as their necessity.—*Industrial World.*

Strikes.

This is not a good season for strikes. Everything iron, cotton, corn, wheat, steel, copper, all the staples of home commerce, consumption, production and export—is tending to lower prices. This time last year cotton sold in huge blocks at 13 to 13½c per pound for middling uplands. Now the quotation is an average of 10c or nearly 25 per cent. below prices of 1882. Steel rails were selling readily in May, 1882, at \$50 to \$55 per ton. The ruling rate to-day is \$38 to \$39, a reduction of 23 per cent. Pig iron sold for \$26 to \$28 for No. 1 foundry in 1882, and is now at \$21 to \$22 in the highest markets of the country. Bar-nails, bolts, spikes, plates, channels, sheets, boilerplates—all forms of finished iron—are from 15 to 20 per cent. lower than they were a year ago. Manufacturers are embarrassed by piled up stocks, and are in many instances suspending operations to await better times rather than court bankruptcy by going on. All indications point to a rather severe business squeeze, to continue through the summer, or longer, according as a demand shall sooner or later spring up for the products of the furnace, loom, field and loom.

When the great representative interests suffer, all contingent and dependent affairs must feel

the pressure. The former make the less important and more dependent industries possible, and when they are running slow what they support must take the same pace. It follows, as day follows night, that no strike for higher wages under existing conditions can succeed; in fact no strike of any kind can do other than injure those who engage therein. The great iron manufactories of the North and East will generally not be hurt by closing their doors until September; whereas, very few of their workmen can afford to lose a single month's time, while three months will put them on short rations and force them and their families to go ragged. The masters made money out of the last strike; the men were in a pitiable condition at its end. Still, that strike was inaugurated on a steady, if not a rising, market, prices were fair, although overproduction, so called, had already begun to tell on trade. Now the market for all products is flat and going steadily toward still lower figures. If workmen were content with the wage rates of last year, they ought certainly to be willing to go on now at those rates, if they are obtainable.

We are not discussing the rights and wrongs of the controversy, now widespread, between labor and capital. The facts are all we deal in, and the logic of the facts clearly does not justify striking by any class of employees in any part of the country, engaged in any of the productive or other industries.—*The Tradesman.*

Chicago Provision Trade.

As regards the provision trade in Chicago the *Daily Commercial Report* is as follows: There are absolutely no new or interesting features to notice in connection with the provision trade. Throughout the week under review there has been but a light business transacted, and with the exception of a little "spurt" in lard on Monday last, the daily changes in values have been unimportant, the closing figures to-day being essentially a duplicate of those current on Friday last. The shipments for the week again show up quite liberal of pork, lard and meats, and the outgo for the month aggregates a total of nearly 100,000,000 lbs gross, which is certainly good evidence that the trade is far from dead, and those who claim there is no consumptive demand to speak of will find food for reflection in the above statement. Our receipts of all kinds of product from interior points during the month will aggregate a little over 20,000,000 lbs. and packers have cut about 210,000 head of hogs. Those who are curious to learn about the position of our stocks on hand will find a good ground work here for their calculations. Speculative orders from outside are still comparatively light, and the trading throughout the past week has partaken very largely of the "scalping" order. Indeed, the general trade on 'Change has been light in all departments, and there is a general complaint of light trading all around and about us, so that the Board of Trade is no exception. There is very good evidence that the country has not recovered from the effects of the rather numerous failures in various sections during the last 90 days, and that all classes of business men are disposed to conservatism in their affairs. With

the prospect of good average crops for the year 1883, and the fact that values of almost all commodities are considerably lower than for many months past, and are approximately without any inflation, leaves the inference that the foundation of trade is substantial, and there is therefore reason for anticipating an improvement in general business. The speculative interest has suffered severely the last three months, and very many are compelled, from stress of circumstances, to limit their transactions within a circumscribed compass. The legitimate (non speculative) trade is very fair, but increased speculation is essential to invest the various markets with any degree of interest. The statistics embodied in this review speak for themselves, and it is quite unnecessary to analyse them at this time.

The American Clock.

The American clock is one of those Americanisms with which there is no competition. The American clockmakers are to-day sending clocks to every quarter of the globe not excepting Australia, India and Japan.

The invention of the clock was of gradual growth. First a wheel and index were attached to the clepsydra. Then weights were substituted for running water, and 1,000 years after the opening of the Christian era a crude escapement movement was invented. From this simple arrangement the simple yet accurate movements of the present day have been developed. In 1807 Eli Terry, of Plymouth, Conn., who was manufacturing clocks in a small way, set himself about the herculean task of making 200 clocks. People deemed him crazy, and declared that he would never live to finish the task, and if he did he could never dispose of such a large number of clocks.

Chauncey Jerome, who may fairly be regarded as the father of the clock manufacture in that State, was a pupil of Terry, and of him learned the business. In those days a good clock, including case, could be bought for \$40. To-day a very excellent clock, a reliable timekeeper, can be purchased for \$5, and for even a less sum.

Eli Terry at first made only wooden clocks, and these by hand, laboriously cutting out the wheels and teeth with a saw and jackknife. He would make two or three trips a year to New York city and state, carrying with him three or four clocks on each trip, which he would sell and return. He received for these about \$25 each, without cases. Later he purchased a small building and introduced machinery, which was regarded as a great innovation and of doubtful expediency. It was at this time that he started upon his plan of making 200 clocks, which excited so much ridicule. A few years later Mr. Terry disposed of his business to Seth Thomas and Silas Hoadley, who were formerly in his employ. Other manufactories sprang up, and competition soon reduced the cost of clocks, and resulted also in the making of valuable improvements. In 1814 Eli Terry made the first shelf clock, which produced a revolution in the manufacture of clocks, and the old-fashioned "hang up" clocks fell into disuse. A little later the

circular saw was introduced into the clock manufactories and was regarded as a great curiosity. Chauncey Jerome, when his time of service with Eli Terry expired, commenced the manufacture of clocks in a small way. He had been discouraged from attempting to learn the business at the outset by an elderly man who expressed the opinion that there were so many clocks making that the country would soon be flooded with them, and that the business would be good for nothing in two or three years. The young man, for such he was then, was diligent at his business and consequently prosperous. He soon invented a new style of clock, which was attractive in appearance and commanded a ready sale, and in 1825 was selling them throughout the country, many going to the south. From this point the history of the manufacture of clocks is one of daily increase. The demand soon came for a low-priced twenty-four hour clock. Heretofore such clocks had been made of wood, while eight-day clocks had been made of brass. Mr. Jerome supplied the need with a brass twenty four hour clock, which met the popular demand, and of which millions were sold.

To follow the many improvements which have been made in time-pieces during the last seventy-five years would be a difficult task. We can only look back to the old wooden "hang up" clock and compare it with the magnificent piece of workmanship which are seen in every house and every workshop to-day.

Needle Making.

Almost all the needles made in England are made at Redditch. The wire is of the best quality of steel, and is supplied in coils varying from 1,200 to 3,000 yards in length, and from 1-22 inch to 1-100 inch in thickness. The processes passed through are as follows: the wire is cut to lengths of two needles, by hand or machine shears; these lengths are annealed in bunches of about four inches diameter; while still hot, and held together by rings, the bundles are rolled over by hand-pressure on an iron table, so as to straighten each other; they are then pointed at both ends successively upon quick-running grindstones, being rotated between two india-rubber bands, travelling over a grindstone with concave face; by a blow from a falling die the two heads are shaped, and gutters marked for the eyes; the eyes are pierced by a pair of punches in a delicate hand-press; the needles are threaded upon a pair of fine wires, and filed to remove the burr made in stamping; they are then broken across through the thin fin left between the heads, and the heads themselves rounded by filing; they are then heated in small iron trays, and dropped separately into an oil bath, to harden them; after which they are tempered on a hot plate, or in a stove, and straightened by a hand-hammer on a small anvil to remove any warping due to the hardening. The needle has now assumed its final condition, but is not yet finished. The next operation is scouring, for which a number of needles, mixed up with soft soap, emery and oil, are wrapped up with canvas into a roll about two feet long and three inches diameter, and then rolled backwards and forwards under

runners worked by a crank from the engine. This process goes on for eight hours, during which the needles are continually rubbing against each other, and it is repeated from two to eight times, the final scouring being with putty powder. In some cases the straightening and scouring are performed at the same time by machinery. When perfectly scoured the needles are shaken up in a tray until they all lie parallel and then, by a dexterous motion of the hand, they are shifted so that all the points are in the same direction. Next, defective needles are picked out of the lot by hand; the eyes are "blued" or softened by traversing them over a gas flame, and in some cases the eye is smoothed on each face by a fine countersunk drill. The needles are then strung on horizontal wires, carried on a reciprocating frame; the wires have serrated surfaces, which smooth the inside of the eyes as the needles swing to and fro; this process is called burnishing. Lastly, the heads and points are finished off by grinding first on a 9-inch running grindstone, and then on an emery-roller, the workman holding a number of needles in his hand together, and rolling them between his finger and thumb. It now only remains to stick the needles side by side in sheets of paper, and pack them for sale.

High Buildings and Fires.

The increasing tendency of land owners and builders in large cities to utilize the ground area as much as possible by erecting lofty buildings, requires some commensurate means to prevent fires and to stay their progress. Our best fire engines are wonderful improvements on the old time hand engines, and they can force an unbroken stream of water in round, solid column for a considerable distance from the nozzle, unless exposed to a high wind or the direct heat of a raging fire. But these adverse conditions often exist, and turn the water column into diffused spray, or dissipate it into mist or vapor, when most of its effective force is lost.

Recent experiments, however, suggest that if the force of the engine could be exerted on a confined column of water rising vertically to the roof, sufficient power would remain in the impulse from the engine to deliver streams of solid water over the area of any ordinary city building. A steam fire engine was recently tested which threw water 156 feet horizontally from a one inch nozzle attached to a 2½ inch hose running 2,700 feet on a level and 200 feet above the engine. In this instance a very large column of water was made to deliver a moderately small column at a great height above the engine; but by the employment of two or more engines on the same hose, by means of the two-way or the four-way butt, a result may be reached which will place the roofs of the highest buildings under the control of the firemen.

This can be effected by a fixed stand pipe attached to the building so as to be easily reached by the firemen from the street. This stand pipe is, in effect, a prolongation of the ordinary engine hose, and the nozzle, with a convenient length of handling hose, may be attached to the top of the pipe, or to an opening on any floor.—*Scientific American.*

The Commercial

WINNIPEG, SEPTEMBER 11, 1883.

WORSE SCARED THAN HURT.

The much talked of fourth of September has passed over, and the last prophecies of the commercial alarmists have proved imaginary once more. The reports from bankers, manufacturers and wholesale merchants is again of a very encouraging nature, the paper falling due on that day having been met with a promptitude which surprised the most hopeful. The class who are always ready to borrow trouble ahead, especially when the trouble is meant to fall upon their neighbor are at last beginning to be convinced that matters are not so bad as they have been picturing, and indeed among business circles generally in the North-west the impression is general, that we have all been worse scared than hurt by the time of commercial depression we have just passed through.

It is almost amusing to note the changed tone of many who a few weeks ago were among the most hopeless grumblers. Many can see now, how they were perfectly correct in their opinions all along, although where their correctness comes in it would be difficult to tell. The Job's comforter who a few weeks ago predicted that at least one half of the business institutions of the North-west would be in insolvency before the close of the present year, now firmly believe, that they never held nor expressed such an opinion, and like the coward who crawled into a hole while the fight lasted, they now reappear to exult over the disappearance of danger. The feeling goes even further than this, for some are only too ready to boast of their share in tiding over the evil days, when in reality they only assisted in making matters more precarious. The alarmist claims that he foresaw all the danger, and aided much in averting it, and even some of our bank managers, who persevered in a stingy course during the most trying times now claim, that their action then has been productive of much good, and has saved the country from much greater commercial difficulty. Even some eastern manufacturers and wholesale dealers who a few months ago were doing all in their power to produce a panic in the North-west, have changed their tone very much, and speak in hopeful terms of

the country. Undoubtedly, many have lost heavily by the failures that have taken place, but the losses when compared with the volume of business done in the country will be found to be comparatively light. Over one-third of the insolvents of the present year have shown a good surplus of assets over liabilities, and a few have, even after being in the hands of a receiver paid 100 cents on the dollar. A majority will pay a large composition, and in only a few instances have creditors been compelled to accept the pittance which are almost every week realized from insolvent estates in Eastern provinces. The facts are that many have gone to the wall in the North-west who should and could have weathered through. But there was a general scare, and the further the news of it travelled the more alarming it became. As during the crazy real estate boom few held their heads level through the excitement, and not unfrequently the most excited boomer was found to be the most despondent coward during the scare days.

But the scare is now over, although its evil effects will be felt for a year to come. It has only served to rock-root the leading financial, mercantile and manufacturing institutions of the country, while it has swept away a few mushroom ones. All the evil it has done, proves that it was to a great extent unnecessary, and now that it is over the whole business community of the North-west will be found to have been worse scared than hurt.

NORTH-WESTERN MINING.

Next to the development of the agricultural resources of this vast land of our adoption, that of developing its mineral resources should unquestionably come next in importance; and the returns to be derived from capital and energy employed in mineral development, are almost as certain as from those expended on agriculture, if they are as honestly expended in the one work as the other. It is well to keep these facts in mind at the present time, when rapid railway construction is opening up rich fields of different classes of mineral, the existence of which in the North-west has been questioned by many friends of the country, and positively denied by scientists, who in by-gone years claimed to know all about such matters.

North-western mining has hitherto been confined to a kind of hap-hazard hunt for gold in the Lake of the Woods and other

districts, and the greater portion of the operations yet carried out, have been in the direction of organizing joint stock companies with immense capital stocks, and placing shares on the market at various prices, to suit the gullibility of the purchaser. In short, so far as gold mining in Keewatin has been carried on as yet, the grab game has been the principal aim of the promoters of most of the companies organized for that purpose. The usual manner of procedure has been to organize a joint stock company, secure a few prominent politicians (M.P.'s, if possible) on the directorate, and get clear of as much stock as possible at the best figures that could be secured for it. Had the funds thus secured been applied in the work of mining, the cause for complaint would not have been so great. But companies have been floated and tens of thousands of dollars of returns for stock secured by their promoters, while not a tithe of the same have been employed in actual mining operations. Original proprietors, speculative and patronizing personages of importance, organizing adventurers and such like seem to have swallowed up ready cash as soon as it was secured; and in some instances the very miner who worked underground, was left unpaid for his labor. To-day there is little other evidence of Keewatin gold mining in existence, beyond a host of unpaid trader's bills, which it is impossible to collect from the mining companies who contracted them; a number of holes in the ground around the Lake of the Woods, gaping for more money to fill them; and an unnecessary quantity of neatly printed and carefully stamped and signed pieces of paper, dignified by the name of stock certificates; the owners of which anxiously wait for some return on their investment.

With affairs in the state above described it is not to be wondered at that many have come to the conclusion that mining in the North-west is a huge fraud, and the existence of gold there only a hallucination to trap the unwary. If, however, we are to put any faith in the opinions of disinterested experts who may be relied upon, such is not the case. The opinions of such are, that there is scarcely a claim yet touched on the Lake of the Woods, which would not pay a liberal dividend on a capital stock far beyond the cost of development. It is not, therefore, mining prospects which are to be complained of, but the unprincipled crowd of adventurers

who have collected around the same, and have made a miserable failure, if not a fraud, of what might have been a profitable and valuable North-western industry. To make it the latter, however, the efforts of honest earnest workers is necessary, and not the schemes of idle and irresponsible adventurers, the butt out of the late real estate boom, and the screenings of eastern gambling circles.

It is necessary to take every precaution at present against coal mining falling into similar hands. Vast fields of the same are now penetrated by the C.P.R., and should they fall under such unscrupulous management, they would be a curse instead of a blessing to the North-west. The Dominion Government can aid greatly in preventing such an undesirable result by framing wise mining regulations, and exercising reasonable caution in the granting of mining charters, and it is to be hoped that they will follow such a course.

The business men of the North-west, however, can greatly supplement these efforts of the Government, by devoting some of their attention and funds towards legitimate development of our coal resources. In this work they are laying the foundation of the country's future industrial greatness, and mining companies formed of men directly interested in the progress of this great work, will be best able to guide and build up what must yet become a great industry in the North-west.

SOUND THE LAND'S PRAISE.

Manitoba and the North-west are every year being more permanently brought before the attention of the people of older lands. This year many distinguished visitors have passed through the country, and have thus had an opportunity of judging for themselves as to the vastness of its resources. These visitors were not from Great Britain alone, but the old settled countries of Europe have sent some of the most distinguished of their nobility to view the glories of the wondrous North-west. Whether from the staid old Vaterland or hailing from sprightlier La Belle France, they all returned with the unanimous opinion that though they had read much and heard in other ways of the country, still the half had not been told them. Visits from representative men, who return and tell their people what they have seen in their travels is the most powerful advertising agent that can be brought

to bear, and may be expected to bring forth rich fruit in directing the tide of emigration to our prairie land. Our American friends who have visited the country in such large numbers this season have also returned with greatly enlarged ideas of the land. This is amply evidenced by the manner in which some of the most intelligent correspondents of leading American journals have spoken regarding it. They are becoming impressed with the fact and to realize that although there is a vast amount of rich territory over which the Stars and Stripes float, the old Union Jack is not very far behind either in extent of land or fertility of soil. There has thus been fostered a friendly feeling between the two nations lying side by side, which cannot but prove beneficial to us on the Northern side of the 49th parallel, and will at the same time do our neighbors south of that imaginary line no harm. There is no doubt of it, the eyes of the civilized world are to-day directed with an attention never before equalled towards the North-west. The splendid crop of this year, unequalled anywhere in the world—will serve to rivet that attention and draw like a mighty magnet thousands upon thousands to our magnificent country during the coming year.

CANADIAN SHIPPING AND RAILWAYS.

Unless one sits down and studies carefully the statistics connected with the shipping trade and railway business of this country, it is impossible to form any idea as to the vast dimensions they are assuming. From small beginnings they have attained to gigantic proportions. With splendid ports in which the largest vessels afloat can ride at ease on both the Pacific and Atlantic coast, and connected by a continuous iron band of railway, and all on our territory, it seems as if Canada were only venturing on the threshold of what is to be her grand destiny in the future. The inexhaustible resources of her soil are only in the infancy of their development. Over the parallel lines of steel which span the continent on Canadian ground must ultimately pass the great tide of commerce between Asia and Europe. The Canadian Pacific Railway, from its geographical position must inevitably, so soon as completed, be the great highway of commerce between the opposite sides of the globe. The port nearest to the Pacific on the Atlantic side is Montreal, and it is also nearer to any Asiatic

port than New York. The distance from Liverpool to Yokohama, by way of Montreal and the Canadian Pacific Railway, is 11,019 miles, which via New York and San Francisco, it is 12,038 miles, an advantage of 1,019 miles in favor of the Canadian route. From other principal European ports the advantage is correspondingly great. In this age of the world, when time means money in a greater sense than at any other period in its history, the route offering the most rapid transit must of necessity attract the majority of traffic. The extensive improvements that are also being made on our inland waterways will also serve to provide cheaper and more rapid transportation than by any other route that can be projected. Then further when the Hudson's Bay route is opened up the east and west will be brought still more closely together with such opportunities and all circumstances favorable as the most patriotic could wish for, Canada and especially the North-west must become the theatre upon which will be transacted the commerce of the world. How important it is then that no stone should be left unturned to be in every way prepared for the work that lies before us so soon as all the conditions mentioned are fulfilled. The Dominion now has the fourth place in the merchant marine of the world, and everything promises that she will soon take a position second only to the Mother country herself.

THE CROPS.

Great fears have been entertained as to what the effect of the frost during the latter part of last week would be. So far as this province is concerned no severe damage so far as can be learned has been done. The only place where there was any damage particularly to be dreaded was in eastern districts of southern Manitoba and in some sections south-west of Portage la Prairie. Through the North-western States the corn crop has been badly damaged, and from many sections of Ontario reports come of great evil being wrought. The neighborhood of London seems to have been especially unfortunate. Manitobans have good reason to congratulate themselves on having so well escaped the scourge.

Far north as this country may be there is in its peculiar situation that which gives it an immunity from frost not enjoyed by countries situated in lower latitudes.

WINNIPEG MONEY MARKET.

The money market continues to improve, and the strong feeling of returning confidence which harvest prospects inspired some weeks ago, continues to grow stronger. Notes coming due on the 4th of the month were well met on maturity. Some renewals had of course to be made, but in the majority of cases it was only in part, a fair proportion having been paid in cash. Money from the new crop has not yet begun to move, but it will likely begin to make itself felt in about two weeks. Threshing is actively going on, and as the price of wheat is high farmers should not be dilatory in getting it to market. When the money thus obtained is put into circulation a still easier feeling will prevail in financial circles, and it may be expected almost without fear of disappointment that before winter sets in money will be plentiful, and the wheels of commerce will move with almost as much freedom as in the palmy days of a year and a half or two years ago. Rates remain unchanged at 8 to 10 per cent. on gilt edged commercial paper, and 10 to 12 per cent. on ordinary. Money for purposes of speculation is also more easily obtained, but stiff rates have to be paid for it. Money on real estate mortgage is not by any means scarce and is easily available at moderate rates. From 8 to 10 per cent. has generally to be paid.

WINNIPEG WHOLESALE TRADE.

Nothing special has eventuated since our last writing. But at the same time the outlook for wholesale trade continues to improve. In western districts especially the harvest has been well gathered in, and in a week or two will be placed upon the market. Southern districts are not reported from so favorably, and there is doubt that if the cold damp weather which we have experienced of late is continued a certain amount of grain will not reach maturity. This may affect trade in the districts where this condition of things exists. What we have said is to a large extent prospective, and it is to be hoped that the facts will not be such as to prove its truthfulness. Travellers have gone out on the road, and their reports both as to present and future trade are very satisfactory. Collections are improving, and notes reaching maturity on the 4th inst. have been well met.

AGRICULTURAL MACHINERY.

The active season of operation has well nigh passed, but still there is considerable being done even now. A good many farmers have found themselves not sufficiently supplied with harvesting machinery when actual operations began and for that reason had to call upon the warehouses for supplies later than they had anticipated. Collections are still quiet, and no improvement expected in this line until after harvest.

BOOTS AND SHOES.

Fall trade has not opened up briskly yet, but it is expected that in a week or two things will be lively. Collections are fair.

CLOTHING.

Travellers who have been out through the country, and who have just returned report an excellent prospect for fall trade. The season is

late in opening, but there is no doubt but that the later fall season will prove as satisfactory as if it had started earlier, before things generally had recovered from the depression of the past few months.

CROCKERY AND GLASSWARE.

Business in the crockery and glassware line is beginning to improve. Inquiries are being freely made, and everything promises well for a good trade during the fall. Collections have improved of late.

DRUGS AND CHEMICALS.

There is nothing special to report this week in the drug line. A fair steady run of business is being done. Collections are fair and prospects for the future good. So that leaves very little to be wished for.

DRY GOODS.

There has been no particularly new phase developed in the dry goods trade during the past week. Travellers are out on the road and have met with very satisfactory success so far. Prospects for the future are reported good, and if all turns out well with the crops there is no danger of disappointment. Collections are improving.

FANCY GOODS AND SMALL WARES.

Trade has not changed much from what was reported last week. Orders are coming with fair regularity, and collections are better. There is also a general free inquiry, which augurs well for a good trade in the immediate future.

FISH AND POULTRY.

The fish market is well supplied. The weather now is very favorable for the handling of quantities, and this gives a general impetus to business. White fish and trout are quoted at 8c; pike at 3c to 4c. Poultry is still scarce, but still rather more plentiful than it has been.

FRUIT.

The demand for fruit continues good, and all that offers is quickly taken hold of. Consignments of California fruit are being daily received, but owing to the variable character in which it is received, and by which the price is regulated, it is impossible to give quotations. Oranges are out of season. Lemons are in fair supply at \$10 to \$10.50. Apples are quoted at from \$6 to \$7 per barrel. Small fruits, such as blueberries, raspberries, &c., are plentiful and sell at varying figures. Dried fruit quotations have not changed from those given last week: loose muscatel raisins \$3.00; black currants \$4.75; triple crown \$8; golden dates \$11 to 11.50 in mats; 10c in boxes.

FUEL.

There is beginning to be an eager inquiry for winter supplies of coal, and the probability is that it will be supplied at about \$12.50 per ton for quantities. Wood remains about the same. Quotations for present delivery are: Anthracite coal \$15 delivered; bituminous \$13.50 to 14.50; tamarac wood in lots of ten cars or over sells at \$0.50, smaller lots \$0.77, poplar \$5 in large lots, \$5.50 in small quantities.

FURNITURE.

Trade is beginning to look up, and the factories are busier than they have been for some time, and expect to keep on making additions to their force between now and winter. Country

dealers are beginning to lay in stocks, and a good trade will be done from now forward. Collections are also better.

GROCERIES.

The grocery trade is not so much affected by changes in the seasons as some other lines. The goods they handle consist of the staples of every day consumption and must be had. On that account business keeps on steadily and sure. Orders of late have been good and show quite an improvement over the past few weeks. Quotations have not changed and remain the same, as follows: Sugars—Yellow 0½ to 10c; granulated 10½ to 11c; Parisumps 12½ to 12½c; Coffee 15 to 18c for Rio; 22 to 27c for Java; teas—Japan 25 to 30c, Moyuno gunpowders 25 to 75c; Young Hyson 20 to 55c; new season Congous 30 to 40c.

HARDWARE AND METALS.

Business continues to be very fair, and a vast improvement on the early portion of the season. The prospects for business between now and winter are good. Quotations are:—Tin plate 14 x 20, \$8 to 8.25; 20x28, \$15 to 15.25; bar iron \$3.74 to 4; sheet iron 5½ to 6c; iron piping, 25 per cent off price list; ingot tin, 32 to 35c; piglead, 0½ to 7c; galvanised iron, No. 28, 8½ to 9c according to quality.

LEATHER AND FINDINGS.

Business is improving. Prices remain as they were.—Sole leather, 70 to 75c; B.Z., 85 to 90c; French first choice, \$1.15 to 1.25; French calf first choice, \$1.40 to 1.50; wax upper, No. 1 55c; grain, No. 1, 55c; harness leather, 34 to 36c for plump stock.

LUMBER.

The demand for lumber continues to improve, and between now and the time that snow flies a large quantity will be disposed of. Quotations are as follows, but are not by any means strictly adhered to when cash is offered:—Pine lumber, 1st, common boards, dressed \$26.50; 2nd, dressed, \$25.50; 1st do. rough, \$26.50; 2nd do. \$25.50; sheathing, rough, \$25; timber 16 feet and under, \$24; do. over 16 feet, for each additional 2 feet, \$1; dimension and joists 16 feet and under, \$24; do. over 16 feet for each, \$1; fencing, \$25; 2 and 3 inch battens, \$30; A. stock boards, all widths, \$50; B do., \$45; C do., \$40; D do., \$35; 1st clear, 1, 1½, 1½, and 2 inch, \$60; 2nd do., \$56; window and door casings, \$50; base boards, dressed, \$50; 1st pine flooring, siding and ceiling, \$40; 2nd do. \$35; 3rd do. \$32; ½ inch split siding, dressed, \$30. Spruce lumber—timber 16 feet and under, \$23; do. over 16 feet for each additional 2 feet, \$1; dimensions and joists, 16 feet and under, \$23; do., over 16 feet, for each additional 2 feet, \$1; boards, \$23; 1st flooring, siding and ceiling, \$32; XX shingles, \$5.50; Star A shingles, \$5.50; X shingles, \$5.50; A do., \$5; lath, \$4.50.

BOOKS AND STATIONERY.

Trade is showing considerable signs of improvement. The reopening of the schools and the general demand for fall goods have brought about this result. Collections are fair.

WINES AND SPIRITS.

As the weather grows colder the demand for stimulants increases. Business during the week has been very satisfactory. Collections are very

fair. The following are quotations to jobbers and purchasers of quantities: Hennessy's one star, \$14; in wood, \$5.00 per gallon; Imperial, cases vintage of 1878, \$5.50; Martel, in case, one star, \$14; Renault, one star, \$12; Boleyn, in wood, \$4 to \$5.50; Rousset, in cases, quarts, \$3.50; flasks, \$10, half flasks, \$11; Pinette, in wood, \$4 per Imp. gal.; Louis Freres, in cases, qts, \$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, \$3; 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, \$3.50; Scotch whisky, Ramsay's in wood, \$4.00; Caol-Ila Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$3.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$3; 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 MARKETS.

WINNIPEG.

GRAIN AND PROVISIONS.

There has been a very light movement in grain during the week. Provisions have been in good demand, and prices are well maintained.

WHEAT.

There is scarcely any wheat offering, and what little does come in is very poor in quality, and not good enough to make a fine grade of flour. The new crop will, however, shortly be on the market, and the quality promises to be excellent. Prices now paid run from 78c to 82c; new crop will bring from 82c to 90c.

OATS.

In the western districts of the province some new oats are finding their way to market and bring from 35c to 40c per bushel. Prices will not rule so high during the fall, and 30c will likely be an outside figure.

BARLEY.

There has not been any offered during the week. Good samples would bring 45c, but the quotation is purely nominal.

FLOUR.

There is scarcely any first-class flour left on the market, and bakers are complaining not a little that they have to use an inferior quality. Quotations are: Patents, \$3 to 3.10; xxxx or strong baker's \$2.40 to 2.70; baker's \$1.95 to 2.05; trader's or xx \$1.05.

BRAN.

There is a scarcity of bran, and quotations are firm at \$12 per ton on track.

SHORTS

are also hard to get, and ready sale is found for all at \$14 per ton on track.

CHOPPED FEED

is in good demand and firm at \$28 per ton.

POTATOES

are becoming very plentiful, and the price is gradually declining. The quality of the new crop is excellent, and the yield is large. Quotations now range from 35c to 40c per bushel.

BUTTER.

The supply continues liberal, and prices are

clined to be easier. Choice dairy is now quoted at from 20c to 22c; creamery 23c to 24c.

EGGS.

Although more plentiful than they were are still somewhat scarce. Really fresh are worth 27c.

CHEESE

There is a fair demand for cheese. Stocks in the city are not very heavy, but some considerable consignments are expected shortly. The price remains firm at the old quotation of 14c for both old and new.

HAMS

are firm at 17c for canvassed, and 16c to 16½c for plain.

BACON.

There is always a steady demand for bacon, especially from the country districts. Quotations are: Long clear, .2c to 12½c; Cumberland 11½c; rolls 16½c; bellies 16½c for covered; 16c for non-covered.

MESS PORK

is being more freely inquired for, and the price is firm at \$22c.

MESS BEEF

is in fair demand and firm at \$18.

WHITE BEANS.

are quoted at \$2.50 to \$2.75.

MINNEAPOLIS.

A fair volume of business says the Northwest-ern Miller has been done on 'change the past week, but the prevailing feature has been one of weakness and prices close lower, occasional periods of steady feeling were manifested at times where previous short sales were covered, but aside from this buyers have stood from under and bought sparingly. Receipts of wheat are only moderate, but as a rule its quality is good. There has been comparatively little new wheat received, so far, from the Red River valley and Northern Pacific country, the bulk of the receipts being from points on railroads skirting the central and southern portions of Minnesota and Dakota. The amount of old wheat on the market is gradually dwindling away, and what little remains still commands fancy prices, the range between similar grades of new and old hard wheat being from 6c to 10c per bushel. Coarse grains still remain quiet. The stocks of corn are being considerably reduced, and a little more inquiry is noted for this cereal. The prices of oats are getting down to such a point that after paying freight and charges, not enough is left to satisfy shippers and farmers, and consequently receipts are falling off. Millfeed is in fair supply, but inquiry is only moderate and buyers' views are, as a rule, below prices ruling at present.

The following were the highest and lowest prices by grade on 'change during the week ending Friday, together with that day's closing prices:—

	Wheat.	Highest.	Lowest.	Closing.
No. 1 hard.....	\$1.08½	..	\$1.07	.. \$1.07
" 2 "	1.04	..	1.03	.. 1.03
" 1 northern ..	1.03	..	1.00	.. 1.00
" 1 the year ..	1.03½	..	1.03	.. 1.03

FLOUR.—Old stock fresh-ground flour is in good demand at old prices; but for new wheat flour, business is dull; export inquiry especially light. Quotations are: Patents, \$6.50 to \$6.75; straights \$5.70 to \$5.90; bakers' \$5.00 to \$5.30;

low grades, \$2.25 to \$3.25. The volume of work being done on the platform this week is the smallest of any time since last April, when milling was so depressed. But there is a different cause now. Every last mill would be running to full capacity had it the wheat to do so with, and as this essential article is lacking, most of the mills are undergoing repairs so that they will be ready for the new crop as soon as it reaches market in sufficient quantities. Those mills that have wheat are usually being crowded to the limit of their production. We believe that we voice the sentiment of our millers pretty generally in saying that they look forward to a reasonably prosperous business this year. With the flour market, those fortunate enough to have old-stock flour, have things pretty much their own way; but for new wheat flour, business is quite dull at present, export trade being especially light. Of the twenty-three mills in this city, only nine were in operation Wednesday, but the majority of these were running to full capacity. The daily production for the week will average about 8,000 barrels, against 12,000 barrels last week. The average output for the week is made lower than it would otherwise be by all the mills shutting down Monday for the Northern Pacific railroad celebration.

The wheat stored in Minneapolis elevators, including the transfer elevator, on Sept. 2, was 400,000 bushels. There were about 350,000 bushels in the mills, making the total amount of wheat in store in the city 750,000 bushels, against 800,000 last week. The wheat stored at St. Paul is about 21,700 bushels. The wheat in store in Duluth elevators on Monday was 77,700 bushels.

CHICAGO.

During the week the market has developed more activity. Prices, however, were irregular and unsettled, and until the result of the new crop in the Northwestern states has been definitely assured a steady feeling will not likely set in. On Tuesday wheat was active, irregular and closed somewhat below the figures of the previous day. Corn was also irregular and lower. Oats were depressed and declining. Provisions were weaker, owing to the influence of liberal receipts of nearly all commodities. Quotations towards the close were:

Wheat.....	Sept., \$0.96½	Oct., \$0.98½
Corn.....	" 47½	" 40½
Oats.....	" 25	" 26
Pork.....	" 11.60	" 11.72½
Lard.....	" 8.40	" 8.35

On Wednesday a large business was done in wheat, and the market ruled active. Prices touched the lowest point yet reached this season. Corn was active, but nervous and unsettled, owing to the cool weather and fears of frost. Oats were firmer. Provisions were weaker and unsettled, a material decline being established on all leading articles. Quotations towards the close were:

Wheat.....	Sept., \$0.95½	Oct., \$0.97½
Corn.....	" 47½	" 40½
Oats.....	" 25½	" 25½
Pork.....	" 11.05	" 11.10
Lard.....	" 7.92½	" 7.92½

On Thursday there was but little change to note in the condition of the market from what

existed the previous day. Quotations towards the close were :

Wheat,.....	Sept., \$0.95½	Oct., \$0.97½
Corn,.....	" 47½	" 49½
Oats,.....	" 25½	" 25½
Pork,.....	" 11.05	" 11.10
Lard,.....	" 7.95	" 7.95

On Friday there was a better feeling, especially in wheat. Quotations towards the close were :

Wheat,.....	Sept., \$0.96½	Oct., \$0.98
Corn,.....	" 48½	" 47½
Oats,.....	" 25½	" 26½
Pork,.....	" 11.20	" 11.25
Lard,.....	" 8.05	" 8.05

On Saturday the markets rose considerably. Wheat, corn and oats were all active and unsettled, but considerably higher. Provisions were strong. Quotations towards the close were :

Wheat,.....	Sept., \$0.97½	Oct., \$0.99½
Corn,.....	" 50½	" 50
Oats,.....	" 26½	" 27½
Pork,.....	" 11.30	" 11.37½
Lard,.....	" 8.12½	" 8.12½

TORONTO.

STOCKS.

Although there has been a little more activity in the stock market during the week still prices have not advanced, in fact if anything they have declined. On Wednesday prices took quite a tumble, and seemed to be on the down grade. As compared with last week's quotations, closing bids were :

	Aug. 29.	Sept. 5.
Montreal ..	198½	197½
Ontario ..	117½	116
Toronto ..	186½	185
Merchants ..	122½	121½
Commerce.....	134	133
Imperial.....	142½	142½
Federal.....	162½	162½
Dominion.....	202½	202
Standard.....	115½	115
Hamilton.....	117	117½
North-west Land.	52½	50
Ontario and Qu'Appelle ..	123	123

GRAIN AND PRODUCE.

The market for the week has been dull and declining, and no improvement is looked for until the new crop begins to move. The whole market is dull and unsatisfactory.

WHEAT.

In sympathy with outside markets prices have declined, and business is dull. Quotations are : Fall No. 2 \$1.09 to \$1.11 ; No. 3 \$1.08 to \$1.09 ; Spring No. 2 \$1.12 to \$1.13 ; No. 3 \$1.10 to \$1.11.

OATS.

The market is dull and weak in anticipation of the new crop coming in. Car lots of western on track can be had at from 35c to 36c. Street prices nominal at 36c to 37c.

BARLEY

There has as yet been very little offering, and not sufficient to establish the fall price. Prices it is expected will run at 70c for No. 1 ; 65c for No. 2 ; 60c for No. 3 extra, and 50c for No. 3.

RYE

The market is dull, inactive and lower at 55c to 56c.

POTATOES.

The quality of the home product shows very little improvement in quality, and sell at from \$1.75 to \$2.00. Car lots of imported are worth \$2.10 per bbl ; small lots \$2.25.

FLOUR.

There has been only a fair demand. The supply is limited. Prices remain the same and will likely remain so until the new crop of wheat begins to move. Even then the prospect of an advance is poor. Superior extra is quoted at \$5.15 to 5.20 ; extra \$5.05 to \$5.10 ; spring extra \$4.95 to \$5.

BUTTER.

The best quality is in good demand, but not in large supply. There is an overstock of inferior qualities. All offerings of best quality are freely taken at 15c to 16c ; inferior sells slowly at 10c to 13c. On the street rolls sell at 19c to 20c ; tub dairy 15c to 16c.

EGGS.

Receipts are becoming lighter, and prices are firmer. Round lots are quoted at 17c ; really fresh on the street are worth 19c to 20c.

PORK.

There is an easier feeling, but owing to light stocks being held the price is well maintained at the old figure of \$20.

BACON.

In this line of hog product there is considerable activity. Car lots of heavy long clear have sold freely at 9½c ; light 10c ; breakfast bacon is scarce at 13½c to 14c.

HAMS

continue in good demand. Canvassed are very scarce ; smoked sell at 14c ; pickled 13c.

SUNDRIES.

Dried Apples, barrelled, 10c ; evaporated do 16c ; white beans \$1.75 to \$2 ; Oatmeal per 136 lbs, \$4.80 to \$5.00 ; cornmeal \$3.75 to \$3.90 ; apples \$2.60 to \$2.80 for Ast ; cans per barrel ; windfalls are plentiful at \$1.60 to \$2.

The Growth of Australia.

Responding to the toasts of "The pastoral, agricultural, commercial, manufacturing and mining interests of Australia," at a recent colonial banquet, Mr. G. R. Dibbs said : "There is no doubt that the pastoral interest of Australasia is the greatest of all. In 1816 this colony exported only 13,000 pounds weight of wool ; in 1882 the total export of Australia was over 414,000,000 pounds weight. In 1816 the value of the wool exported was £600, and in 1882 it amounted to no less a sum than £21,000,000. Then, in 1882, the whole colonies exported 25,000 tons of tallow. In 1816 there was no boiling down establishments, and consequently there was no tallow. In 1882 they exported 10,000 tons of meat to the old country, a fact which again points to the enormous importance of the pastoral industries. But if you will study the history of the early colonization of these shores, when Australia was represented by a small settlement at Port Jackson, it will be found that 1788 the live stock consisted of one bull, five cows and a calf, about seven horses, seventy four pigs and three hundred head of poultry. To-day in Australasia we are running 75,000,000 sheep, 9,000,000 cattle, and I find that we have also besides that live stock in other forms that cannot be counted. In 1881 I find from the aggregate returns that we had 4,000,000 acres of ground under cultivation, and that the product of wheat in 1882, taken as a whole was over 31,000,000 bushels. We have also established in this district the vine industry which, by the way, has spread over nearly the whole colonies, and, judging from the testimon-

ial, which the owners of Australian vineyards received at the Exhibition of Bordeaux, we may find that export may, in the course of a few years, amount to millions sterling. Now as to the commercial interests. The railways and pastoral and the agricultural industries would be a failure if their handmaiden, commerce, did not step in between them. What was the trade of the whole of Australia in 1832? The volume of the whole of Australia exceeded £115,000,000."

Electric Light.

The following comparative estimates of the cost of electric light compared with gas at \$2.50 per thousand feet, and based upon floor space lighted, will assist in arriving at a just idea of the economy of the new illuminant. The following estimate is based on the use of 75 arc lights of 2,000 candle power each, each light being employed to illuminate 1,200 square feet space, in which case a strong lighting is obtained :

Cost of 60 horse-power per hour.....	\$0.70
(1-10 ton coal, water, &c.)	
Carbons consumed per hour.....	1.00
Interest on plant, assuming five hours' daily use.....	0.30
Oil, depreciation, wear and tear, attendance, &c.....	0.50

Total cost per hour..... \$2.50

This will light, in round numbers, floor space of about 300 x 300 feet, or a very much larger space where less light is needed. Not less than 800 to 1,200 six-foot gas burners would be required to give a very moderate illumination of the same space. Taking the lower estimate :—
500 burners + 6 ft. = 4,800 at \$2.50.. \$12.00

Cost of gas per hour..... \$12.00

In a year of 310 days, use of five hours daily, the saving in favor of electric light will, in the above instance, be about \$15,000, while the actual illumination will be many times greater than with gas.

When the lights are used more than five hours daily, the time assumed above, the economy of electric light will be greatly increased, as the items for interest, attendance, &c., per hour will fall in proportion.

In some cases the cost of electric light will be less than the above estimate, as in all-night running, and where cheap power and cheap attendance are had. Especially will the cost be low where a good water power is available.—
The Budget.

Soap.

The quality of soap depends very much upon the ingredients of which it is composed. When soap is used for any purpose its action is caustic. When we wash hands with it the soap immediately begins to corrode the skin, and we instinctively dilute and remove it with water. Soda in some form is principally used in soap making, and as there are several forms of soda, the action of each is more or less powerful according to its compound. Carbonate of soda (washing soda), as well as caustic soda enters largely into the composition of our common

kinds, being augmented by rosin and other substances. Borate of soda (borax) makes a soft, delicate soap, which, though well adapted for its purpose, is not as corrosive in action as some that are made directly from caustic soda.

All alkalis are neutralized by acids, and sometimes by other alkalis, and hence the consumer often makes mistakes in the quality of the soap used by not being familiar with such soaps as may best suit the waters used in its consumption. We venture to say that if it was possible for our soap manufacturers to know exactly what kind of water was intended to be used with their soaps they could please everybody, but as the matter stands, preference will always be given for certain kinds according to the locality in which it is used.—*Cash Grocer.*

Cooling the Heated Air.

A rather novel system of tempering from eight to twelve degrees the superheated atmosphere has just been completed in Wanamaker's clothing house Philadelphia. A 150-horse-power Corliss engine in the sub-cellar at the southern end of the building operates three fans, each of which is capable of forcing three hundred thousand cubic feet of air an hour. The air is drawn from a chute on the exterior of the building at an elevation of twenty-five feet, and after passing through a spray of water, it is cooled and carried to the fans. From the fans it is forced into pipes that lead to every counter of the building. At intervals of about every eight feet there is a tube, through which the air escapes and which can be regulated so that the refreshing draught blows directly in the face of those passing through the rooms. There are eight hundred of these openings, called "injectors" distributed among the various counters, and it is claimed for them that by their contrivance they not only introduce fresh air, but they also set in motion the air already in the place.

In addition to these there are forty small revolving fans in use in open spaces, which are operated by escaping air. The same system can be used in winter for heating the building. The inventor of the system is John Fernie, an Australian, and this is the first place in which it has ever been introduced.

Exploring Newfoundland.

Mr. Hall, one of the largest lumber manufacturers in the world, and one of Canada's leading merchants, arrived here, says the St. John, Newfoundland, *Mercury*, on Thursday by the steamship Polino. He brought a party of explorers with him, who departed in the Polino for the purpose of being landed in the Bay of Islands, where, should the explorers reports prove favorable, he proposes to establish a large lumbering manufacturing business. The initiation of the scheme also depends upon the terms upon which the Government will be able to make grants of land; and it is to be hoped that nothing will be left undone to assist in the establishment of an enterprise so well calculated to develop a portion of this country. Mr. Hall has also an idea of exploring the Exploits river. He has been looking at our dry-dock, and says

that in all his vast experience he has never seen finer timber used in such work—an opinion of great value because of his knowledge of the subject.

The Potato Crop in the East.

A week or ten days ago, says the *Montreal Gazette*; fine early Rose potatoes were sold on this market at 45c to 50c per bag, and to-day they were made at from 75c to 90c per bag, a few very fancy lots having commanded as high as 95c to \$1.00. Various reasons were assigned for this remarkable appreciation in values in so brief a period, among which is the report that the rot has made its appearance in the last sown crop, and that in quite a number of fields around Montreal the disease has been discovered within the past few days. The *New York Commercial Bulletin* has the following article on potatoes.—A serious danger is said to threaten the potato crop of Western New York. The foliage is being attacked by what is known as the black rust. It spreads rapidly, and two or three days are sufficient to ruin the entire growth. It has done its work on the fields of the bottom lands, and is now found spotting the vines in many hillside lots. As soon as the vines dry up thus prematurely the potato itself is affected and rots." A Warsaw, N. Y. correspondent says:—"A large number of potato growers, who a few days since were anticipating an abundant yield, see nothing now but the most complete destruction of their crop. The cause is attributed to the very wet summer. The potato vines in the garden of your correspondent look as if a black frost had occurred. The potatoes are just starting to decay in spots."

Interesting Railway Statistics of the World.

The advance sheets of Poor's Railway Manual for 1883 show a mileage at the close of 1882 of 113,329 miles, 11,591 having been constructed within the year. The average mileage operated for the year was 107,158. The amount of share capital issued by the several companies up to the close of their respective fiscal years was \$3,456,078,196, an increase from the previous year of \$385,254,585. The funded debts of the several companies amounted to \$3,184,415,201, an increase from the previous year of \$352,554,496. Their floating or unfunded debts amounted to \$255,170,962, an increase of \$42,404,965 from the previous year. The total increase of share capital and of funded and floating debts from the previous year equalled \$780,213,776. The total amount of all liabilities at the close of 1882 was \$6,895,664,359. The total per mile for completed mileage was \$61,342. The gross earnings of all the roads for their several fiscal years of 1882 was \$670,356,716, an increase from the previous year of \$67,066,511. Of the gross receipts, \$202,140,755 were received from passengers, \$506,367,247 from freight, and \$61,848,734 from miscellaneous sources. The net earnings for the year were \$310,682,877, an increase of \$24,929,109 from the previous year. The amount of interest paid was \$149,295,380, an increase of \$20,709,078 from the previous year.

The amount of dividends paid was \$102,031,434, an increase of \$9,687,244 from the previous year.

PORTAGE LA PRAIRIE.

J. N. Morton is in charge of the customs office here during the temporary absence of Mr. Marshall.

An early closing movement is on foot among some of our merchants and clerks. It is proposed to close all the stores at 8 o'clock during the winter months.

The Ogilvie elevator is nearly finished.

Strome & Henderson have rented the vacant store in the Methodist block, and are having it fitted up in good style.

Threshing has commenced in this district, and the yield is fully equal to what was expected.

On Saturday a deputation representing opponents to the by-law bonusing the Manitoba and Northwestern Railway visited Winnipeg to take preliminary steps in proceedings to quash the by-law if possible.

Rumors are afloat here that the C.P.R. Co. have promised backing to the Souris and Rocky Mountain Co., and are urging the latter to proceed rapidly in order to cut out the M. & N.W. in the Northwestern district. Another states that the Grand Trunk is about to purchase the M. & N.W. Railway. We shall see what we shall see.

The council has passed a by-law providing for the establishment of a free public market on Union Square, and the necessary buildings will be erected this fall.

BRANDON.

Business is fair this week and promises to improve, certainly the dull times are nearly over.

The farmers in this district have been cutting grain for some days, and the crop promises well. The frost of Friday night did considerable damage to late wheat.

Building is somewhat brisker. Messrs. Cole & Saunders have purchased the southeast corner of Rosser avenue and 9th street at \$175 per foot; the highest price ever paid for property in Brandon. They intend building a fine tailoring establishment.

R. Dickinson is erecting a new building on the south side of Rosser avenue, just west of 9th street.

D. McMillan & Co.'s new mill and elevator will be commenced at once. Mr. McMillan is satisfied that Brandon will be the largest grain station on the line.

Alexander, Keily & Sutherland are building their elevator and oatmeal mill next to their grist mill.

Ripple & Co. are having some trouble over their extension.

Wm. Senkbeil is master of his own store once more.

McLean Bros. have failed; also T. T. Atkinson.

The city council have not yet returned from the end of the track. The "Dads" are having a good time.

MANITOBA CITY.

W. F. Ellis, barrister, solicitor in Chancery, &c., late of Winnipeg, has opened a law office here.

Messrs. McEwan, Dunsford & Co., of Nelson, are arranging to remove their banking establishment to this place.

Thomas Greenway, M P P, is about to remove from Crystal City to this place to open a money broker's office.

Messrs. Walton & Bird, hardware merchants, of Emerson, are preparing to remove their business from that town to this city.

Mr. Thomas Saunders, of Emerson, has leased a store now in course of erection here, and will in a few days open out a large stock of stoves, tinware, &c.

The Messrs. Bethune, general merchants, are erecting a large store on Main street, and will in a few days remove their business from Archibald to this place.

Capt. Marlton, hotelkeeper, of Emerson, has arranged to have a store completed by the first of October, when he proposes to open a large wholesale-liquor business here.

We have quite a building boom on hand. Carpenters are getting from \$2.50 to \$3 per day, but one great drawback is the delay in getting material. We also need more hotel or boarding house accommodation.

Dr. McConnell, of Nelson, has been negotiating for the erection of a large building here, to be used as a drug and stationery store, and if satisfactory arrangements can be made he will remove to this city and commence the practice of his profession here.

Mr. A. Bethune, postmaster of Archibald, we understand has got permission from the department to remove the post office from Archibald to this place. As soon as this change is made it will be a great convenience to our business men and we ought then to be allowed a daily mail.

American vs. English Nails.

One unfortunate consequence of this difference to brand and quality on the part of shippers is the steadily growing demand for American nails, not only in the Australian Colonies, but in the markets of South and Central America. American nails, indeed, are now an important item of our trade with the markets alluded to, and it is only in exceptional cases, or by adoption of direct representation, that English makers of reputation are able to hold their own. The home demand was reported fairly good until the reduction declared a few years ago, which appears to have had the contrary effect to that intended, and buyers have since been holding off as if in doubt whether prices had really touched the bottom yet. In the export department the principal trade stirring of late has been with Australia, Chili, and the north of Europe. Steel nails continue in rising favor, and some makers are doing rather a brisk trade in triangular and grooved nails, which are said to possess considerable strength and holding power relatively to their weight. *London Ironmonger.*

Notice to Creditors.

Notice is hereby given that Donald Hope and Edwin Brounley, of the City of Winnipeg, Tent Manufacturers, trading under the name and style of HOPE & BROMLEY, have made an assignment of their estate and effects, real and personal, to me in trust for the benefit of all their creditors.

All persons having claims against the said HOPE & BROMLEY are requested to send in to me such claims duly attested, showing security (if any) held by them, within one month from the date hereof, as I will after that date proceed to distribute the assets of the said estate among the creditors of whose claims I shall have notice.

D. K. ELLIOTT, Trustee.

Dated at Winnipeg, this 15th day of August, 1883.

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D. B. CHRISHOLM, Esq., - President.

H. THEO CRAWFORD, - Secretary.

Pyramid of Assets.

1877	-	\$152,464	96	--	1877
1878	-	177,649	57	-	1878
1879	-	183,383	11	-	1879
1880	-	238,277	67	-	1880
1881	-	249,638	22	-	1881
1882	-	381,335	11	-	1882

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P. O. Box 937.

City of Winnipeg.



To Sewerage Contractors.

The Mayor and Council of the City of Winnipeg invite tenders for the construction of CERTAIN PORTIONS of SEWERS and BRANCHES on the following streets, viz :
— ASSINIBOINE ST., BANNATYNE ST., LOGAN ST and POINT DOUGLAS AVENUE.

Plans and specifications can be seen and particulars obtained at the office of the City Engineer.

Tenders and schedules of prices, made out on the form supplied, to be addressed to the Chairman of the Committee on Works, and deposited with the undersigned not later than 3 o'clock p.m. on Thursday, the 13th inst., and be accompanied by a cash deposit of \$500, or its equivalent, which will be forfeited if the contractor fails to enter into a written contract and provide the required security.

The Council reserves to itself the right to accept or reject tenders for the whole or any portion of the above mentioned sewers.

ED. WASELL
City Engineer.

Office of the City Engineer, Winnipeg, Sept. 6th, 1883.

OGILVIE MILLING CO.

Mill at Point Douglas.

Capacity - 750 Barrels per day.

OFFICE :—Corner King and
Alexander Streets, Winnipeg.

A Full Stock of Patent Hungarian, Strong Bakers' and Spring Extra Flour; Oatmeal, Pot and Pearl Barley, Graham Flour, Cracked Wheat, Bran, Shorts, Ground Feed, Oats, Barley.

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

J. JOHNSTON,
Manufacturer of

CAPS and FURS,
19 FRONT STREET WEST,
TORONTO, ONT.

KILGOUR BROS.

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

GEORGE IRVING, Jr.,
Importer and Commission Merchant.

AGENCIES :
Dominion Paint Company.—Fine Mixed Liquid and other paints.
H. B. Nowhall Co's, New York.—Heavy Hardware, Ship Chandlery, etc.
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Dealer in Railway, Machinists and Mill Supplies, Oils, etc., etc.
17 ST. PETER STREET, MONTREAL.

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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 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 them to their several destinations.

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Manufacturers of the latest Improved

GORDON PRESSES,

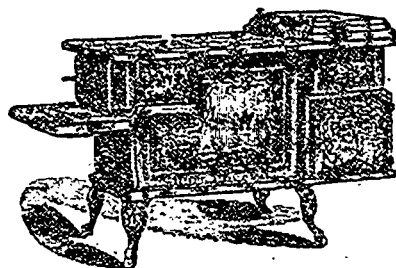
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STOVES AND TINWARE

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

We also represent the following leading manufacturers—
Montreal Rolling Mills Co.—Nails, Shot, &c., &c.
F. F. Dalley & Co., Hamilton—Patent Medicines and Extracts.

Smart & Shepherd, Brockville, Hardware.
Hamilton Industrial Works, Wringers and Washers.
J. W. Paterson & Co., Montreal, Roofing, Felt, &c.

R. BALFOUR,

MANUFACTURER OF

OAK DIMENSION TIMBER

SHIP AND BRIDGE TIMBER A
SPECIALTY.

P. O. BOX 32,

Emerson, Man.

James Park & Son,

PROVISION MERCHANTS,

MESS PORK, HAMS, BACON,

Butter, Lard, Cheese, Stilton Cheese, Canned and Preserved Meats
Of all kinds constantly on hand at Lowest Prices to the Trade.

41 to 47 St. Lawrence Market, 161 King Street West, and 95 Front Street East,

TORONTO, ONT.

City Planing Mill and Factory,

Dufferin St., Portage La Prairie.

Taylor & Watson,

CONTRACTORS & BUILDERS.

Manufacturers and Dealers in all kinds of

BUILDING MATERIAL.

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.

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.

G. F. STEPHENS & CO.,

Importers of and Wholesale Dealers in

PLAIN, FANCY AND PLATE

WINDOW GLASS

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

93 Portage Avenue, - - WINNIPEG.

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.

James Bissett & Son,

TEA IMPORTERS,

-AND-

General Commission Merchants.

All Supplies Brought Direct from

China and Japan.

Gerrie Block, Princess St., Winnipeg.

Linklater & Deslauriers,

WHOLESALE DEALERS IN

HARDWARE, STOVES, TINWARE.

MANUFACTURERS OF

GALVANIZED IRON CORNICES.

Hoisting, Steam Heating, Plumbing and Gas Fitting and General Jobbing promptly attended to.

520 & 522 MAIN STREET, WINNIPEG.

T. H. CARMAN,

Contractor & Manufacturer,
Stone, Lumber and Brick for sale.

W. J. GAGE & Co.,

WHOLESALE

BOOKSELLERS & STATIONERS,

In addition to

STAPLE & FANCY STATIONERY,

We carry constantly in Stock

PAPER BAGS, WRAPPING PAPERS,

Etc.

W. P. GUNDY,

WHOLESALE ONLY.

Manager.

STEEL CUSHIONED

BILLIARD TABLES.

SAMUEL MAY, - Manufacturer.

W. O. ANDREW,

Sole Agent for Manitoba and the North-West Territories.

P.O. Box 1012, or Room 32 Club Chambers, WINNIPEG.

HENRY PELLATT.

HENRY MILL PELLATT.

Pellatt & Pellatt,

STOCK BROKERS,

46 KING ST. EAST, TORONTO.

Members Toronto Stock Exchange.

HUDSON BAY CO.'S SHARES, ETC.

Bought and Sold for cash or on margin.

ORDERS BY LETTER OR TELEGRAPH
Receive prompt attention.

C. McCALLUM & CO.

WHOLESALE DRUGGISTS.

Robert Block, King St.,
WINNIPEG.

Manitoba Steam Coffee and Spice Mills.

G. N. SCOTT & CO.

IMPORTERS, MANUFACTURERS AND WHOLESALE DEALERS IN

Coffees, Spices

MUSTARDS AND GROCERS SPECIALTIES.

Roasting and Grinding for the Trade.

Telephone Communication. P.O. 935 Winnipeg.

JOSEPH BARROWCLOUGH,

MATRASS WORKS,
Union Point, St. Agathe, late 11 James St. E., Winnipeg is now prepared for fall trade with a large stock of material.

JAMES ROBERTSON & CO.,

-IMPORTERS OF-

TINSMITHS' AND PLUMBERS' SUPPLIES

AND GENERAL

METAL MERCHANTS,

11 McWILLIAM ST., EAST,

WINNIPEG.

JAS. TEEB, Manager.

WHOLESALE ONLY.

Canadian Pacific R'y Co.

(WESTERN DIVISION)

TRAIN SERVICE.

CHANGE OF TIME

On and after June 17th, 1893, Trains will move as follows:-

Going West.	Going East.
7:30 a.m. leave Winnipeg	arrive 6:30 p.m.
1:00 p.m. Portage la Prairie	4:00 "
1:35 p.m. Brandon	1:00 "
9:00 " Broadview	5:00 a.m. ¶
12:22 a.m. Regina	11:05 p.m.
5:00 " Moose Jaw	8:30 "
2:00 p.m. av Swift Current	1v 12:30 p.m.
9:15 p.m. Maple Creek	5:25 a.m.
1:55 a.m. av. Medicine Hat	1v. 12:30 a.m.

Going East	Going West
7:00 a.m. leave Winnipeg	arrive 8:00 p.m. ¶
1:25 p.m. Rat Portage	1:55 p.m.
7:25 p.m. Barclay	8:16 a.m.
17:30 a.m. arrive Pt. Arthur	leave 7:25 p.m.

Going South.	Winnipeg	Going North.
Leave	Arrive.	Arrive.
7:55 a.m.	*7:35 p.m. 16:35 a.m.	17:00 p.m.
	Emerson.	
10:35 a.m.	10:10 p.m.	4:05 a.m. 4:40 p.m.
Arrive.	St. Vincent.	Leave.
10:50 a.m. 10:30 p.m.	3:45 a.m.	4:20 p.m.

SOUTHWESTERN BRANCH.

Going South.	Winnipeg	Going North.
8:15 a.m. leave Winnipeg	arrive ¶ 7:10 p.m.	
11:45 a.m. Morris	4:00 p.m.	
1:30 p.m. Gretna	2:10 p.m.	
4:30 p.m. arrive Manitoba City	leave 8:30 a.m.	

8:45 a.m. leave Winnipeg	arrive 4:10 p.m. ¶
9:35 a.m. Stony Mountain	3:10 p.m.
10:00 " arrive Stonewall	leave 2:30 "

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

SPECIAL NOTICE.

† Magnificent Palace Sleeping Cars will be run on all through passenger trains between Winnipeg and Moose Jaw and Winnipeg and Port Arthur.

Trains move on Winnipeg time.

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

Chicago and Grand Trunk Railway.

GOING EAST.

Leave Chicago 9:10 a.m., 3:30 p.m., 8:30 p.m., arrive at Port Huron 10:30 p.m., 5:30 a.m., 10:35 a.m., 10:10 a.m., 5:15 p.m.

Leave Port Huron 6:10 a.m., 7:55 p.m., 8:00 p.m., 4:15 p.m., 11:00 a.m.; arrive at Chicago 6:50 p.m., 7:45 p.m., 8:00 a.m., 6:40 a.m., 9:00 a.m.

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

GOING WEST.

Trains leaving New York 6:45 p.m., Buffalo 12:10 p.m., Suspension Bridge 1:00 p.m., and Port Huron 8:00 p.m., has through Pullman palace sleeping coach from New York, Buffalo, Suspension Bridge and Bay City to Chicago.

Train leaving Boston 7:00 p.m., Montreal 9:30 a.m., Toronto 11:45 p.m., and Port Huron 7:45 a.m., has through Pullman palace sleeping coach from Boston to Chicago.

• Train leaving Montreal 10:00 p.m., Toronto 12:15 p.m., Port Huron 8:00 p.m., has through Pullman palace sleeping coach from Montreal to Chicago.

GOING EAST.

Train No. 3 leaving Chicago 3:30 p.m., has through Pullman palace sleeping coaches from Chicago to Niagara Falls, Buffalo, New York, and to Boston via Montreal.

Train No. 5 leaving Chicago 8:30 p.m., has through Pullman palace sleeping coach from Chicago to Montreal and Parlor car to Boston.

Train No. 1 leaving Chicago 9:10 a.m., has through Pullman palace coach from Port Huron to Toronto and Montreal.

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

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

J. H. Hillard, T. W. Teasdale,
Gen. Traff. Man., St. Paul. Gen. Pass. Agt., St. Paul.
P. W. Gossett, Gen. Agt., 517 Main St., Winnipeg.

JAS. PORTER,

W. M. RONALD.

PORTER & RONALD,

DIRECT IMPORTERS OF

CROCKERY,
GLASSWARE,
CHINA,
LAMPS,
CHANDELIERS,
CUTLERY,
SILVER-PLATED WARE & FANCY GOODS.

271 MAIN ST., WINNIPEG.

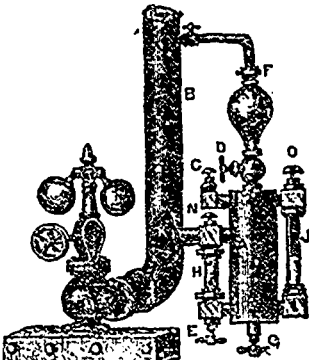
THE CONTINUOUS FEED LUBRICATOR!

Manufactured by

R. MITCHELL & CO.,

St. Peter and Craig Streets, - MONTREAL.

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



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

W. FRANKLIN MORPHY.

ALEX. STEWART.

MORPHY & STEWART,

Barristers, Solicitors, Notaries Public, &c.,
MINNEDOSA, MAN.

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 Sunday) and 9.00 p.m., arriving at St. Paul at 6.15 a.m. and 12.45 p.m., and Minneapolis at 7.00 a.m. and 1.30 p.m.

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

GOING SOUTHWEST.

The Chicago 5 p.m., and Omaha trains leave St. Paul for Sioux City, Omaha, Kansas City and San Francisco at 7.10 a.m. and 3.50 p.m.

D. S. BRIGGS,

Wholesale and Retail Dealer in

LUMBER, LATH AND SHINGLES,

ALSO

READY-MADE HOUSES.

358 Main Street, West Side, North of Tracks,
WINNIPEG.

CAMPBELL, SPERA & CO.,

WHOLESALE IMPORTERS OF

GENTS' FURNISHINGS, FANCY DRY GOODS,

SMALLWARES, ETC.

Manufacturers of White Dress Shirts, Colored Shirts, Overalls and Woolen Shirts and Drawers.

Corner of William and Princess Streets,

WINNIPEG, MANITOBA.

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.

EDWARD TERRY,

PORTLAND, KEENS' and THORALD CEMENTS.

PLASTER PARIS.

Fire Brick and Clay, Sewer Pipes, Hair, Lime, White and Grey, Land Plaster, Salt, &c.,

23 and 25 GEORGE STREET, TORONTO.

Albert Lea Route.

The favorite route from the North to Chicago and the East. Chicago "Cannon Ball" Express leaves Minneapolis at 7.00 p.m. daily, arriving at Chicago 3 p.m. next day. This is a solid train, consisting of comfortable day coaches, Pullman sleeping cars, and our justly famous palace dining cars, running through without change.

Train leaving Minneapolis 7.40 a.m. has comfortable coaches, Pullman sleeping cars, and Horton reclining chair cars.

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

J. A. McCONNELL, Traveling Passenger Agent.

S. F. BORD, General Traffic and Passenger Agent.

CARL KAUFFMAN,

Manufacturers Agent & Commission Merchant

SPECIALTY

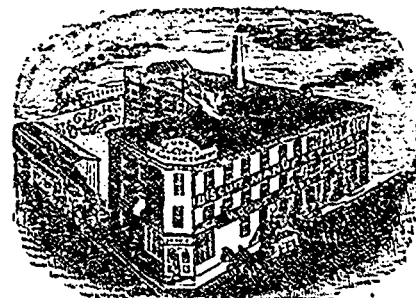
Cigars imported from Hamburg, Germany

42 FRONT STREET EAST, - TORONTO.

HENRY, SNYDER & CO., PACKERS,

And Wholesale Dealers in Canned Goods, Jams, Jellies, Fruits, Vegetables, Meats, Pickles, &c., &c.
Packing House and Head Office: 121 & 123 Front St. East,
TORONTO, ONT.

Highest Awards and Medals at Exhibitions of 1882.



Manufacturers of

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

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

WOODS, OVENS & CO.,

Factory and Office—Corner Higgins, Fonseca and Argyle Streets, Winnipeg.

WILLARD C. COPELAND.

JNO. A. GIBBONS.

COPELAND & GIBBONS,

Brokers & Commission Merchants

Custom House business attended to promptly.

All kinds of goods bought and sold on commission.

St. Paul, Minneapolis & Manitoba.

SOUTHEASTWARD.

Express leaves St. Vincent at 11.15 p.m. and 11.80 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 on St. Paul time.

ROBERT MUIR,

MACHINERY BROKER,

—AND—

MANUFACTURERS' AGENT.

P.O. Box 554. 544 Main St., Winnipeg.

D. McCALL & CO.,

—IMPORTERS OF—

MILLINERY & FANCY DRY GOODS,

Feathers, Flowers, etc.,

52 Portage Avenue, - Winnipeg, Manitoba.

T. H. DORRITY, MANAGER.

FORTIER & BUCKE,

—AGENTS FOR—

The Improved Howe Scale Company, Chicago, Ill.

Contracts made at SPECIAL RATES, for supplying large City, Mill, Elevator and Warehouse Scales. Correspondence solicited and satisfaction guaranteed.

Local agents wanted in all towns in Manitoba and N. W. T. to handle the New Wilson Oscillating Shuttle Sewing Machine. Liberal terms given and large profits for cash buyers.

ROSSER AVENUE, BRANDON. Post Office Box 173.

**Mulholland Brothers,
General Hardware Merchants**Importers of
Birmingham, Sheffield and American Goods,
Dealers in Stoves and

MANUFACTURERS OF TINWARE.

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

MAIN STREET, WINNIPEG.

North-Western Planing Mills

Main St., Opposite C. P. R. Station.

SASH, DOORS, BLINDS,And General House Furnishing
Made to Order.The Wholesale Trade supplied on the Best
Terms. Orders attended to promptly.

R. D. PATERSON.

GRAND UNION HOTEL,

WINNIPEG, MAN.

Douglas & Co., - - - Prop's.

The Largest and Most Popular House of the North-west. Complete in all its appointments. Graduated prices.

GRIFFIN & DOUGLASS,**COMMISSION MERCHANTS,**

AND WHOLESALE DEALERS IN

PRODUCE AND PROVISIONS.

70 PRINCESS ST.

WINNIPEG, MAN.

GEO. J. MAULSON,

(Late TRAIL, MAULSON & CLARK),

Grain and Flour Exporter

—AND—

GENERAL COMMISSION MERCHANT,

OFFICE: CORNER MAIN and POST OFFICE STS.
WINNIPEG.**D. SCOTT & CO.,**

IMPORTERS AND DEALERS IN

FURNITURE,

—AND—

HOUSE FURNISHINGS!

276 Main Street,

WINNIPEG, - MANITOBA.

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

26 McDermott Street,

WINNIPEG.

WINNIPEG FURNITURE and UNDERTAKING HOUSE

M. HUGHES,

Dealer in

HOUSEHOLD AND OFFICE FURNITURE.

Undertaking a Specialty. Coffin Caskets and Trimming
Wholesale Metallic Caskets also in Stock**STOVES!**

WHOLESALE.

E. & C. GURNEY & CO.,

RUPERT ST. WEST, WINNIPEG.

JAMES A. LOUGHEED,
Barrister, Attorney, Solicitor, Notary Public,
MEDICINE HAT, NORTH-WEST TERRITORY.**THE VULCAN IRON WORKS.**CASTINGS, BRASS AND IRON,
IRON COLUMNS.FORGINGS, LIGHT AND HEAVY,
GRATINGS.

GENERAL BLACKSMITHING.

ENGINE AND BOILER WORKS.

MILLWRIGHTING.

POINT DOUGLAS AVE. } F. H. BRIDGES & CO
WINNIPEG.**MONEY TO LOAN.**

The British Canadian

LOAN AND INVESTMENT CO.,

(LIMITED.)

Mortgages and Debentures Purchased.
Money Lent on Improved Farm and
City Property.A. MACNAB & SON, Gen. Agts.
Office, Dundee Blk., Main St., Winnipeg.**FULL STOCK**

Teas, Sugars,

Syrups, Mollasses,

COFFEES and

General Groceries

MacNAB, MacLEAN & CO.,

WHOLESALE GROCERS,

OFFICE AND SAMPLE ROOM 8 and 10 James
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THE QUEEN'S,

The Palace Hotel of the Northwest,

WINNIPEG.

O'CONNOR & BROWN, Proprietors.

JAMES O'BRIEN & CO.,

WHOLESALE

CLOTHIERS,

PRINCESS STREET,

DONALD FRASER, Manager. WINNIPEG.

NOTHING LIKE LEATHER.

W. N. JOHNSTON & CO.,

Importers and Dealers in

Leather, Findings, Plasterers' Hair

HIDES AND OIL.

8 LOGAN ST. WEST, WINNIPEG.