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The Commercial

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

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

VOL. II.

WINNIPEG, JANUARY 22, 1884.

NO. 17.

The Commercial

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

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JAS. E. STEEN,
Publisher.

WINNIPEG, JANUARY 22, 1884.

H. M. MOBBS, grocer, Winnipeg, is reported away.

THE grist mill at Essissippi is running day and night.

CHAS. LITTLE & Co., livery, Winnipeg, are out of business.

THE Ogilvie elevator at Manitow was recently slightly damaged by fire.

JOHNS & SHIPMAN, general store, Morden, are selling-out at that place.

AT Prince Albert wheat is worth 75c to \$1 per bushel; oats 50c; barley 35c.

E. M. LARMOUR, boots and shoes, Winnipeg, has sold out, and is reported away.

LEPAGE, PROUYL & MERCIER, hotel, Silver City, have been succeeded by Prouyl & Mercier.

ARMITAGE & ARMSTRONG, Minnedosa, have sold out their livery business to Gibbs & Armitage.

FLOUR at Battleford is down to \$5 per bag. Heretofore the current price has been \$6.50 to \$7.00.

A FIRM, composed of Messrs. Grassick & Graham, propose starting a glove factory at Pilot Mound.

EDE & HOOPER, marble dealers, Winnipeg, have dissolved. The business will be continued by Samuel Hooper.

DURING the month of December money orders to the amount of \$21,392.43 were issued from the Port Arthur Post office.

A. DEBRICK has commenced business in the tin and stove line at his homestead on section 4, range 12, near Pilot Mound.

THE Canadian Pacific Railway have decided to make the rate for emigrants from Quebec to Winnipeg, via Port Arthur next summer, \$9.75.

MESRS. WATSON & COWIE are moving the machinery from the grist mill at Pembina Crossing, to the mill now being built by them at the head of Rock Lake.

A. MACDONALD & Co., Battleford, have bought up all the seed wheat they can get in that district at \$2 per bushel, part of which they purpose bringing to Winnipeg.

THE Canadian Pacific Railway Company has declared a half-yearly dividend of five per cent. on the capital stock, payable on the 16th of February. The transfer books of the Company will be closed from January 26th to February 23rd.

THE Canadian Pacific Telegraph Company have opened an office at Silver City, near the summit of the Rockies. On the eastern division, on the north shore of Lake Superior, temporary offices have been opened at Isbister's Dock and Winston's Dock.

VIRDEN claims a population of 300. There are in the town 6 general stores, 2 hardware stores, 4 blacksmith shops, 2 butchers, 4 livery stables, 5 hotels, and 1 harness shop. The Ogilvie Milling Company have a large elevator there. A grist mill is said to be wanted.

The number of failures in Canada during the past five years were as follows: 1879, 2,075; 1880, 339; 1881, 607; 1882, 755; 1883, 1,464. The percentage of assets to liabilities in each of these years was as following, the figures representing each year in rotation, 50, 47, 54, 49 and 56 per cent.

EATON & LINDSAY, of the Winnipeg Business College, have dissolved, Mr. Eaton retiring to engage in the publishing business at Toronto. The college will be conducted by Lindsay & Garrett. The success attending this college in the past has been marked, and we predict for the new management an equally successful career.

THERE were 345 failures in the United States reported to *Bradstreet's* during the week ending Dec. 12, 63 more than the preceding week, 3 more than the corresponding week of 1883, and 142 more than the same week of 1881. The total exceeds the record for any one week during the past five years. About 69 per cent. were those of small traders whose capital was less than \$5,000. Canada had 30 39 failures, an increase of 12.

MANITOW (formerly Manitoba City) is progressing rapidly. The new town possesses now five general stores, three hotels, a drug store, shoe shop, two furniture stores, a liquor store, a barber shop and billiard saloon, a harness shop, and two lumber yards. Huntz & Rany have rented Huston's hotel. Francis & Fowler intending moving across the railway track into the store under Kirkpatrick's hotel. Gordon & Dagg have started a lumber yard on the market square.

ON Saturday a deputation from the Board of Trade, composed of the President, Vice-President, and Messrs. Whitla and Sweeney waited upon Attorney-General Miller to confer with him in reference to his having given orders to withhold from Dun, Wiman & Co., the information contained in their semi-weekly Mercantile Test. The object of the deputation was stated, but the Attorney-General declined to allow the information to be given, contending that it was contrary to law to permit anyone to examine the court records. If one person wanted information to be given, regarding another it could be obtained by filing a *præcipe*. The members of the deputation pointed out that in the present condition of the country the withdrawal of the information as supplied to Dun, Wiman, would place business men in a very awkward position, as they would be without any knowledge as to what their customers were doing with their property; but the Attorney-General was inexorable.

Business East.

ONTARIO.

J. F. McRae, tailor, Toronto, has assigned.
 Thomas Smith, general store, Fingal, is dead.
 Mrs. Rawcliffe, groceries, Parkdale, has sold out.
 Robert Grant, merchant tailor, Brantford, is dead.
 McClung, Briggs & Co., Toronto, have suspended.
 T. E. Tilley, carriages, Dutton, has assigned in trust.
 D. H. Bastedo, furs, Toronto, has assigned in trust.
 Amos Robinson, hotel, Brockville has been burned out.
 J. S. McCarthy, hotel, Lindsay, has sold out to M. Saway.
 S. Granton, wagons, Midland, has sold out to Robert Elliott.
 J. E. Schiller, hotel, Toronto, has sold out to Angus Cameron.
 Hatch Bros., hardware, Toronto and Whitby, have dissolved.
 Stitt Bros., dry goods, Toronto, have assigned in trust.
 George Bailey, carriages, Ingersoll, has assigned in trust.
 Robert Elliott, blacksmith, Wyebridge, has removed to Midland.
 B. H. Rothwell, books, Toronto, advertises his business for sale.
 W. N. Morley, gent.' furnishings, Chatham, has assigned in trust.
 Wm. Vandusen, general store, Tara, has sold out to H. A. Vandusen.
 J. W. Clyne, manufacturer, Walsingham, has assigned in trust.
 The crockery stock of E. A. Sims, Toronto; has been damaged by fire.
 Timms, Moore, & Co., printers, Toronto, have been damaged by fire.
 J. E. Dunham & Son, hotel, Cobourg, have sold out to Williams & Loughi.
 The boot and shoe stock of Henry Burrows, Toronto, has been sold by the bailiff.
 James Seitz, hotel and grocery, Weisenburg, has sold out and removed to Chepstow.
 The sheriff is in possession of the dry goods business of Williamson & Co., Brantford.
 The dry goods stock of Wm. Lailey & Co., Toronto, suffered damage by a recent fire.
 W. & C. Baines, brokers, Toronto, have dissolved. W. J. Baines continues the business.
 Haugh Bros., furniture, Thamesville, have dissolved. G. C. Haugh continues the business.
 James McMaster & Co., foundry, Ridgetown, are amalgamating with the Essex Centre Manufacturing Co. of the latter place.
 Wm. Haslem, hotel, Lindsay, has sold out to John Maunders. Mr. Haslem has bought out the brewery business of G. H. Lloyd.
 The following merchants in Port Colborne have been burned out by fire, viz.: G. Chown, tins; W. A. Hawkins, general store; Peterson & Co., general store.
 R. Philp, wholesale undertakers' furnishings, Toronto, has admitted into partnership L. C. Hawkey, F. W. Coles and A. J. Eckhardt. The firm style is R. Philp & Co.

The following parties were burned out by a recent fire in Pholpston: W. L. Allen, drugs; E. J. Powell, general store; Wm. Raymero, hardware; A. J. Smith, furniture; John World, general store.

QUEBEC.

G. H. Kendall & Co, merchants, Montreal, have dissolved.
 Forest & Co., general store, Joliette, have assigned in trust.
 T. J. Dawson, millinery, Montreal, has assigned in trust.
 James Murray, fancy goods, Montreal, has assigned in trust.
 A. H. Bertie, tobacco, Montreal, is in the hands of the bailiff.
 B. L. Nowell & Co., horns, etc., Montreal, have been burned out.
 Roch Marchand, carriages, Vercheres, is out of business and away.
 McKay & Wilders, hotel, Huntington, advertise their business for sale.
 Ovilde Yelle, carriages, St. Urbain, has compromised with his creditors.
 S. Davis & Son, cigar manufacturers, Montreal, have been burned out.
 The Sorel Wadding Co., Sorel, have sold out to the Dominion Wadding Co.
 Westgate Bros., boot and shoe manufacturers, Montreal, have assigned in trust.
 Kerry, Watson & Co., wholesale druggists, Montreal, have admitted Wm. Simons Kerry as partner.

The firm style of E. J. Green & Co., wholesale liquors, Montreal, has been changed to Green & Houston.

W. Clendenning, foundry, Montreal, has admitted his son as partner, under the style of W. Clendenning & Son.

H. Bulmer, jr., lumber, Montreal, has admitted J. A. Bulmer as partner, under the style of H. Bulmer, jr., & Co.

Belding Paul & Co., sewing silk, Montreal, have admitted Fred. Birks as partner. The firm style remains unchanged.

Lefebvre & Michaud, boot and shoe manufacturers, have dissolved. The business will be continued by Lefebvre & Co.

W. C. Lawless & Co., printers' materials, Montreal, have dissolved, E. F. Carter retiring and Wm. C. Lawless continuing the business under the same style.

E. F. Carter has sold out his interest in the Montreal Carpet Beating Company to Geo. H. Kendall, who continues as sole proprietor, under the the same style.

NEW BRUNSWICK.

G. C. Hatfield, grocer, St. John, has assigned.

Alex. Kearns, groceries and liquors, St. John, has assigned.

Harrison, Peterson & Co., stone works, St. John, have assigned.

General Notes.

Losses by fire in the United States and Canada in 1883 amounted to the enormous sum of \$104,000,000.

THE first regular train over the Newfoundland Railway, between St. John's and Harbor Grace Junction, was run on the 18th December.

THE council of the British and Irish National Association is considering the employment of a chemist at a salary of \$1,500 per annum, to make regular and careful analysis of flour, etc.

CHICAGO has nearly 19,000,000 bushels of grain in her elevators, New York and Brooklyn have about 13,000,000 bushels, and the total supply in the United States and Canada is estimated at 58,000,000 bushels.

SINCE the McGeoch failure, in Milwaukee, McGeoch and his banker partner, D. L. Wells, have begun heavy suits against each other, but now it is said that these cases will not come to a trial, a compromise having been arranged.

THE latest noteworthy commercial offer of payment on an insolvent estate is that of a former Bedford Row merchant, at present in Ceylon, says the Halifax Recorder. It is ten per cent., payable in five years without security.

THE importance of the Glasgow shipping trade may be gathered from the printed list of shipowners entitled to vote for the election of the Clyde Trustees. Five hundred and seventeen ship-owners are voters. Several own fleets of steamships worth millions sterling, while no voter owns less than 100 tons. The estimated value of vessels owned on the Clyde is £26,000,000 sterling, or in round numbers, \$130,000,000.

IN a brief retrospect of the past year, in the Mark Lane Express, London, it is said that today prospects are certainly brighter for farmers in England than they were at this time last year. The harvest was a good one taking it all round, and the crops were for the most part well got in. Prices have ruled very low, at least for wheat and barley, and profits cannot be large; but it is a great deal to be free from such losses as have been general, at any rate up to last year.

THERE is rather strong feeling in some quarters on 'change, Chicago, against the proposal to declare vessel room "regular" for the storage of grain. It is urged that the receipts for grain stored in vessels might be discriminated against by lenders, and that the board has no right to take such action as would force any of its members to take those receipts against his will. The grain can be put on vessel and sold there to be delivered on the seaboard in the spring or subject to the cost and risk of placing it again in store here if it should be wanted in elevator.

ONE of the many rocks upon which business men strike is extravagance in living, says our sensible contemporary, the Commercial List, of New York. Extravagance is a relative term, to be measured not by the amount expended, but by the income. It is extravagant for the man who makes \$5,000 per annum to spend \$8,000, and the ultimate result must be failure, but if he makes a net profit of \$10,000 a year he may spend \$5,000 a year, and still grow rich. To which the Monetary Times adds, "It requires great moral courage in a man of limited means who has ambition for social distinction and believes he has a good business, to keep his expenses down to a safe basis, and moral courage is a quality which many do not possess.

THE details of the new loan of the Oregon and Transcontinental Company are understood to be as follows.—The \$8,000,000 borrowed is to be divided into eighteen blocks of \$437,500 each,

and against each loan of that amount the Farmers' Loan and Trust Company is to hold 5,000 shares of Oregon Railway and Navigation, 5,000 shares of Northern Pacific preferred, and 5,000 of the common stock. The present market value of the three is about twice the amount advanced. During the months of July, August and September next the holders of the trust company's certificates may, if they choose, repay the selves by calling one-half of each kind of stock held against their advances at the following figures: Oregon Railway and Navigation at 100, Northern Pacific preferred at 50, and common at 25, at which figures 2,500 shares of each of the three amount to \$457,000.

The course of gas stocks in the last few years is a good illustration of the vicissitudes of life. The New York city companies, for instance, were selling at high figures in the summer of 1876, but owing to the fear of the electric light and competition among the gas companies, they began to decline until the latter part of 1879, the shrinkage had been very great, and only a few people had the courage to look on them as profitable investments. Since then there has been a gradual reaction, and the average price of the six principal gas stocks of the metropolis is about 160, against 126 in 1876. There has been a large decline in the prices of gas meanwhile, and the Equitable Company has lately come into the field with the promise of making the rate \$1.75 per 1,000 feet. The stock of the Municipal Company, which was organized about eight years ago, sold in 1876 at 50, and is now quoted at 180.

No less than twenty-four firms of grain dealers handling actual grain are now engaged in business in Minneapolis, making sales aggregating in some instances up in the millions. The Millers' Association is to all intents and purposes a great commission house, performing in another way the functions of a grain dealer, in effect selling grain which it purchases to the millers. The growth of this department of the city trade is shown in the following table:

Year.	Amount of sales.
1883	\$31,415,000
1882	24,610,000
1881	16,954,278

MR. EDWARD ATKINSON, the economist of Boston, has made a calculation showing the cost of a loaf of bread made in the East from wheat raised in the West. According to his figures, 100 barrels of flour delivered in Boston cost \$682.20, and the baker adds \$200 worth of labor and \$200 worth of yeast, etc., and makes 3,000 loaves of bread, which he sells at 7 cents a piece, giving him an aggregate return of \$2,100, or a clear profit of \$1,017.80 on an investment of \$1,082.20. The object of the calculation is to convince working-people that they can save money by making their own bread instead of buying it, as most of them do from the bakers.

Hudson Bay and Northwest Land Company.

Scarth, Cochrane & Co., brokers, Toronto, have supplied the press with the following table showing the fluctuations of the Hudson Bay and the Northwest Land shares for the years 1822-3.

THE HUDSON BAY COMPANY shares were at a par value of £17 per share until July 14, 1882, when £2 per share were returned to the shareholders, in addition to a 14s. dividend. On July 14, 1883, a further sum of £1 per share was returned to the shareholders, with a 12s. dividend, leaving the present par value of the shares £14. The following table shows the prices at which these shares sold in the months specified:—

1882.		
Mos.	Highest.	Lowest.
February	35½	26½
March	34	32½
April	34½	34
May	37½	34½
June	38½	30
July	33	31
August	32½	32
September	38½	33½
October	40	36½
November	35½	32½
December	31½	28½

1883.		
Mos.	Highest.	Lowest.
January	32½	30½
February	33½	32½
March	32½	30½
April	32½	30½
May	32 15-16	30½
June	31	29½
July	29½	24½
August	25½	22½
September	26	23½
October	25½	24½
November	24½	21½
December	23½	22½

Highest price paid 1882 on £17 share,	38½	June.
Lowest " " 1882 on £17 " "	26½	Feb.
Highest " " 1882 on £15 " "	40	Oct.
Lowest " " 1882 on £15 " "	28½	Dec.
Highest " " 1883 on £15 " "	33½	Feb.
Lowest " " 1883 on £15 " "	29½	June.
Highest " " 1883 on £14 " "	26	Sept.
Lowest " " 1883 on £14 " "	21½	Nov.

THE CANADA NORTHWEST COMPANY made their first call of 5 per cent., or 10 shillings per share, August 1, 1882, an additional 15 per cent., Sept. 4, 10 per cent. Nov. 1, 10 per cent. Feb. 1, 1883, and 10 per cent. Oct. 1, 1883, making the total calls 100 shillings per share up to this date. One dividend of 2 shillings per share was paid July 16, 1883. The following table shows the highest and lowest quotations for this stock, both in the London and Toronto markets, from the time it was first listed in October 1882:

1882.				
Months.	Toronto.	London.	Paid up pr share	
October	41½	37½	45	£2
November	59	52	60	3
December	54½	43	53½	45

1883.					
January	48	40	47½	42½	3
February	61½	54½	62	42½	4
March	69½	57	67½	58½	4
April	80	65	80	67½	4
May	79½	73	80	75	4
June	75	68	77½	72½	4
July	68½	58½	72½	56½	4
August	57½	50	61½	50	4
September	{ 50½	{ 48 }	80	45	4
October	80	66	80	67½	5
November	71	63	75	65	5
December	71	63	73½	64	5

The highest price for this stock since it was listed in Toronto was reached in October, 1882,

when it sold at a premium of 1s. 3d., and the lowest in December, 1883, when it was at a discount of 37s. In London a premium of 5s. was paid in October, 1882, and it sold at a discount of 30s. in December last.

Adventures of Bank Notes.

The following incidents relating to bank notes are from a recent number of *All The Year Round*.

The executors of Sir Robert Burdett found no less than £270,000 worth of bank notes scattered here and there about his house, some slipped into bundles of old papers, some within the leaves of books, without a memorandum anywhere to apprise them of the existence of such valuables, much less of their whereabouts. A little better advised where the executors of the gentleman who left behind him a scrap of paper marked "Seven hundred pounds in Till," although they failed to interpret its meaning until they had disposed of the dead man's belongings. Then one of them recollected that his library had contained a folio edition of Tillotson's Sermons, and wondered if "Till" had any reference to it. The books had been sold to a bookseller, who luckily had not found a customer for them, although he had sent them on approval to a gentleman at Cambridge, who had returned them as not answering his expectations. The executor bought the Tillotson back again, and going carefully through the volume, recovered notes to the amount of \$2,500.

The watchman of a factory at New Haven, afforded the administrators of his estate no clue whatever as to the hiding-place of the savings of which they believed him to have died possessed. Overhauling his clothes preparatory to selling them by auction, one of them threw an old overcoat aside, when a dirty piece of cloth dropped out of one of the pockets. On examination this was found to be wrapped around a large cartridge shell, within which lay notes of \$1,500 value, which, but for a mere chance, might unexpectedly have enriched a purchaser of second-hand clothing.

Some sixty years since a Bank of England £5 note was paid into a Liverpool merchant's office in the ordinary course of business. On holding it up to the light to test its genuineness, the cashier saw some faint red marks upon it. Examining them closely, he traced some half-effaced words between the printed lines and upon the margin of the note, written apparently in blood. After a long and minute scrutiny, he made out the words: "If this note should fall into the hands of John Dean, of Longhill, near Carlisle, he will learn hereby that his brother is languishing a prisoner in Algiers." The merchant communicated with Mr. Dean, and he lost no time in bringing the matter before the Government. Inquiries were set on foot, and the unfortunate man discovered and ransomed. He had been a slave to the Dey of Algiers for eleven years, when the message he had traced with a splinter of wood dipped in his own blood, reached the Liverpool counting-house. Liberty, however, came too late; the privations and hardships of the galleys had sapped his strength, and, although he was brought home to England, it was but to die.

The Commercial

WINNIPEG, JANUARY 22, 1884.

THE FUTURE OF WHEAT.

There is no subject of more importance to the people of Manitoba and the Northwest than the wheat growing industry. It has been demonstrated beyond the possibility of a doubt that this country possesses all the essentials to the production of wheat, not only in larger quantity but also of finer quality than any other in the world. Such being the case it behoves those directly interested to spare no legitimate effort to foster its cultivation and provide means by which it can be conveyed to the markets of the world in the cheapest possible manner. This is especially necessary at this particular period of the world's history, when other countries which have hitherto not been much heard of are becoming strong competitors in the growing of this cereal. India promises to be one of the most formidable rivals with which America will have to contend; and the development of wheat culture in that country during the past ten years is remarkable. It is only ten years since the first trial cargo of wheat was sent to Europe from India. In 1875 the amount exported was only some million and a half of bushels. In 1881-82, over 37,000,000 bushels were sent from that country, and it is estimated that the export for 1882-83 will exceed that amount by well on to 50 per cent. This has been done under the rudest system of cultivation. The British Government are now by every means in their power seeking to develop that interest, both by providing the ryots, or farmers, with implements suitable for their country, which they supply either gratuitously or at a nominal cost, and by building railways in every direction to facilitate the transport of the wheat from the interior to the seaports. At the present time there are under contemplation the building of from 10,000 to 15,000 miles of railway and those who are in a position to know, assert that there will be sufficient traffic to pay a dividend upon the capital thus invested.

This is only one of the formidable competitors we have to meet upon the markets of the world. The United States and Australia also loom up in large proportions.

With these facts staring us in the face it must be evident to every right thinking person that the problem of precedence must be to a large extent solved by cheap transportation. Granted that this country produces a finer quality of grain than any of those that have been mentioned, still the vast exports of these countries must be a strong influence in regulating prices. With existing transportation facilities, and even when these are improved by the completion of the Canadian Pacific Railway to the Atlantic seaboard the freight charges must always be heavy. The opening of the Hudson Bay route which is now being so prominently brought before the public mind, is the only means by which these necessarily expensive transportation charges are to be got rid of, and by which farmers in the Northwest will be able to obtain full value for their No. 1 hard. If there were no other argument that could be advanced in favor of the construction of this road and the opening of navigation by Hudson Bay than what has been stated above in reference to the keen competition in wheat culture springing up in different parts of the world, this of itself ought to be sufficient to inspire every patriotic citizen of the country to bend every energy in order to secure its accomplishment and that at as early a date as possible.

THE NORTHWEST AND ITS CRITICS.

To what extent the tide of emigration from the old and over peopled countries of Europe will tend towards Manitoba and the Northwest depends very largely upon the publicly expressed opinions of representative men, who, having had an opportunity of judging for themselves as to its capabilities and resources, speak whereof they know. In this connection, the Marquis of Lorne has placed the people of this country under a deep obligation even stronger than those ties which united him with them when he occupied the position of vice regal representative. Since his release from the cares of Government and return to his native land he has been indefatigable in his exertions to convey to the people of the old country a proper idea of Canada, and point out more particularly from an agricultural point of view the capabilities and prospects of the Northwest. At Liverpool before the Colonial Institute, at Glasgow, in London, and in other places where

opportunity offered he has delivered able and eloquent addresses, replete with accurate and judiciously chosen information about the country, conveying almost every subject of interest, and providing for emigrants a guide book as complete and comprehensive as could well be obtained. He pointed out the excellent field for emigration to be found in our western country, but at the same time took the wise precaution to impress upon his audiences that there ought to be a wise discrimination as to the class of people who ought to seek their fortunes here. What is wanted are industrious, hard working people who are both able and willing to endure the hardships which are incident to pioneer life in any country. That there is less to be contended with in this way here than in any other country, that might be named is beyond a doubt, but it is a mistake to say that from the moment the emigrant settles on his homestead all is plain sailing. Unless backed by capital the settler has to roll up his sleeves and go to work here as elsewhere and where this is done success is inevitable and in the course of a few years a comfortable independence is assured.

Among others who have done good service in brining the Northwest before the people of Great Britain might be mentioned Lord Castletown who after a trip through the country last season wrote an excellent description of its fertility to the *London Times*. Professor Tanner whose practical knowledge of agricultural is unsurpassed also made a thorough critical examination of the Northwest as a food producing country and as a field for British farmers, and his conclusion like that of all others was that nowhere can the emigrant locate to more advantage than on our prairie land. Mr. Vis, who visited the country last summer in the interest of Dutch immigration, on his return communicated his impressions to the press of his land, and what he said cannot but give an impetus to emigration from the Continent. The remarks of Mr. Vis are all the more valuable from the fact that he had resided for a length of time in the Western States.

There are others who might be mentioned in this same connection did space at our disposal permit.

Such criticisms as these from disinterested and competent observers cannot fail to draw to our shores during the coming season a larger immigration than has ever

been seen. It is well that they have thus freely spoken out their opinions, for they will effectually render futile the efforts of the calumniators and professional slanderers whose sole object seems to be to decry the Northwest and every thing belonging to it, simply because they have not been successful. And why have they not met with success? The answer is not far to seek. Laziness was their predominant characteristic and drinking rotgut whiskey their besetting sin, and of course they didn't succeed. But that is no fault of the country, and if the expressions which are used against the country are traced to their source they will invariably be found to have originated with just such a class as we have mentioned.

DEPRECIATION IN VALUE OF SECURITIES.

In a recent issue of the *New York Tribune*, some startling statements were made in its editorial columns regarding the depreciation in the value of railway stocks and bonds, listed on the New York Stock Exchange during the past two years and a half. A list is given of thirty two leading stocks, including some of the soundest and best dividend payers in the country, as well as others that represent collapsed expectations. The value of these securities at the close of 1883, as compared with their market value at the beginning of July, 1881, shows a depreciation of \$424,024,266, or about 36 per cent. of their par value, which is \$1,190,085,079. These losses were computed at the closing prices of Dec. 31, and since then lower prices have in many cases been made. Other stocks, listed on the Exchange, have declined relatively about as much. The nominal value of all railway stocks in the United States is about three times that of those included in the thirty two referred to above, and the decline in value since July, 1881, has been probably not less than \$1,000,000,000. In addition, these great corporations have a still large amount of bonds outstanding on which the decline has not been so great. If it has, says our contemporary, been half as great—and this is apparently a safe estimate, judging from such securities as are quoted—the apparent loss in the valuation of securities within two years and a half has been over \$1,500,000,000. This is certainly a startling array of figures, and the question naturally arises whether under existing circumstances it is reasonable to look for

a still further decline. These securities represent a valuable property which could be performed by no other means of transportation than that which they represent, viz: the railway system of the country. They also represent an enormous earning power, and it is claimed that at the present time the railroad system of America is making better earnings than ever before. Under these circumstances it seems hardly possible that there can be much more of a depreciation in the value of such securities. One thing is, however, essential to the maintenance of values, and that is that the confidence of the people in railway management, which has no doubt in many cases been grossly abused during the past year or two, be fully restored. In order to bring about this desirable condition of things there must be honest and capable administration all round, on which the public can rely and feel safe in investing without fear of having their capital diverted into the pockets of scheming directors and pampered officials. There has been too much of this in the past, and until it is completely done away there can be but little hope of good securities coming up to their actual value. The amount of rotten securities afloat like one unsound apple in a barrel, soon taints the whole mass, and depreciates the value of all.

WHERE IS OUR LICENSE INSPECTOR?

In a recent issue of the *COMMERCIAL* attention was called to the operations of a class of transient traders who do business in the city at periodical intervals and never are called upon to pay any license fee for the privilege of putting their goods on the market. This kind of business is conducted much to the detriment of regularly established business houses in the city, and calls for immediate redress. Since that article was written there have arrived in the city one or two parties with car loads of butter and other kinds of provisions. These men have peddled their goods around and disposed of them in small lots to retailers. This class of trader does nothing for the benefit of the community. All he spends during his stay, which he strives to make as short as possible, is what pays his hotel bill, and supplies him with an adequate amount of rotgut whiskey. As we stated before, there is a law compelling this class of people to pay a heavy license fee of so much a day for the privilege of carrying on their business.

But so far there has been no effort made to enforce the provisions of the law. It is certainly high time that the License Inspector whose duty it is to attend to such things, took the matter in hand, and see that the law is enforced to the utmost limit. This law is enacted for the protection of the business men of the city who have invested largely of their capital and are spending all their time and energy in building up legitimate trade. Then let it be rigidly enforced. We trust we may not have to refer to this important matter again, for it is a burning shame that such a state of affairs should be allowed to exist.

BRITISH TRADE.

The feature of British trade for the past year which claims prominence of notice is the steady growth and sustained vigor which has characterized the ship-building industry. While other industries have either suffered reverses or been marked by unstable progression, ship-building has gone unceasingly on. On the Clyde alone there were launched 392 vessels with an aggregate tonnage of 419,664 tons. Other leading ship building ports such as the Tyne and the Wear have contributed more than their usual quota while the Mersey also comes forward with a very respectable total. But evidences are not wanting that the shipping industry is on the eve of a critical period, and it is feared that overproduction will soon begin to have its effect. No orders are being issued now, masters and men are disputing about wages, and contractors and negotiators are holding back work. Railway traffic returns in Great Britain for the year show a marked improvement. On seventeen railway systems during the last half of 1883 there was an increase of £518,000 over the earnings in a similar period the previous year. There has been a slight falling off in foreign trade, but so little as scarcely to be worthy of notice. The iron trade has been under a cloud but it is thought that the worst has passed and although the country may not be immediately on the eve of a period of abnormal activity, a short time will revive confidence and supply to trade a healthy stimulus.

WINNIPEG MONEY MARKET.

The demand for money at the banks, continues light, and it is evident that business men are making an effort to get along with as little accommodation as possible. It is also indicative of the caution exercised in doing business during the past season. Paper maturing is being fairly well met, at least about as well as had been anticipated. Rates of discount remain unchanged. Gilt-edged commercial paper is negotiated at from 8 to 10 per cent; ordinary 10 to 12. The loan companies report an improved demand for advances on farm property. On good mortgage security plenty of money is obtainable at from 8 to 10 per cent. Money for other purposes of a speculative character is hard to get, and high rates have to be paid for accommodation.

WINNIPEG WHOLESALE TRADE.

There is very little change to note in the situation of the wholesale trade of the city from what has been reported for the past two or three weeks. There is very little doing except in the grocery and fruit lines, and this condition of things is expected to continue for several weeks to come. Until goods suitable for the spring trade are placed on the market, business will be confined to small sorting-up orders, country merchants having as a rule about stock enough on hand to carry them through the balance of the winter season. There is, however, a very fair prospect for a good trade when it does open up in the spring. Collections are still not so satisfactory as they might be, but there has at the same time been quite a noticeable improvement since the New Year. The recent fine weather has had the effect of causing farmers to bring their grain to market more freely. This will put more money into circulation, and serve to improve matters generally in this direction.

AGRICULTURAL MACHINERY.

There is nothing doing at present in actual sales of machinery, but agents throughout the country are busy spying out the land for next season's operations and looking after the payment of notes given for implements during the past season. During the past week notes have been better met than before that time, but there is still lots of room for improvement.

BOOTS AND SHOES.

Business is very quiet at present. What demand exists is only for felt goods and moccasins, orders for which are neither numerous nor large in amount. Collections are reported fair.

CLOTHING.

A few sorting up orders constitutes the volume of trade for the week. This is only what was expected, and it is not anticipated that there will be any activity worthy of note for some weeks to come. Collections are about as good as was expected.

CROCKERY AND GLASSWARE.

There has been but little doing of late, and until the winter season nears a close the leading houses expect to have an easy time of it. Collections are not to be specially complained of.

DRUGS AND CHEMICALS.

Business in this line continues at a steady even pace. There is no rush but the total of a

week's sales generally foots up to a fairly satisfactory figure. Collections have been fair.

DRY GOODS.

The leading houses are busy stock taking and balancing up the business of the past year. The amount of business done is very little, and like all other lines is confined to sorting-up orders. Travellers will not take the road with spring samples for some weeks yet. The prospect for a good spring trade is considered very encouraging. Retailers have not overloaded themselves with winter stock and will be in a good position to lay in seasonable goods when spring comes. Money is still reported somewhat hard to get but not more so than had been looked for. In fact, if anything, there has been an improvement in this direction during the past week or ten days.

FANCY GOODS AND SMALL WARES.

There is virtually nothing doing in this line at present. Retailers are getting rid of what surplus Christmas stock they may have had left over, and will not make any more purchases until that is disposed of. Collections are quiet.

FISH AND POULTRY.

The market is well supplied with fish, but the demand is not great. White fish are still sold at 7c per pound; Lake Superior trout 8c; Oysters are quoted at 70c for counts, 60c for selects, and 50c for standards. There is considerable poultry in the market. Turkeys and geese sell at from 17c to 20c per pound.

FRUIT.

There is more activity in this branch of trade than in any other. The demand continues to be good and prices are well maintained. Lemons are steady at \$9 to \$9.50. There are no oranges in the market at present, but a consignment of Valencia is daily expected. Apples are going off freely, and are firm at \$7 to \$7.50 per barrel. Stocks in the city are not heavy, and the probability is that they will advance beyond these quotations before long. Malaga grapes are also out of stock at present, but a considerable consignment is in transit and expected every day. Figs in 14lb boxes are worth 12c per lb.; Eleme layers 19c. Nuts are steady at old quotations, viz: peanuts 20c per lb; almonds 20c to 22c; brazils 22c; cocoa nuts \$9.50 per hundred. There is an active demand for dried fruit. Loose muscatel raisins are steady at \$3.25; black baskets \$4.40; dates are worth 10c per lb.

FUEL.

The demand continues good and prices firm. The wood market is well supplied. Saskatchewan coal is worth \$9 per ton in the yard or \$10 delivered; Anthracite ranges from \$14.00 to \$14.25. Tamarac wood is worth from \$6 to \$7 per cord; poplar \$5 to \$6; oak \$7 to \$8.

FURNITURE.

This branch of business is particularly dull at present. Country trade is at almost a standstill and city trade is quiet. Collections are only fairly satisfactory.

GROCERIES.

People must have groceries, and on that account a fair, steady demand continues all the time. There is no change in quotations

which are: Sugars—Yellow 9½ to 10c; granulated 10½ to 11½c; Paris lumps 12c; Coffees 15 to 18c for Rio; 22 to 27c for Javas; teas—Japan 20 to 45c, Moyuno gunpowders 30 to 75c; Young Hyson 25 to 70c; new season Congou 24 to 65c; last season's do 18c to 35c. Tobaccos have advanced—Prince of Wales is quoted at 30c to 40c per lb.; Myrtle Navy \$19 per caddie. Syrups are quoted at \$3.50 per keg; half barrels 90c per gallon. Boneless fish is worth 9c per lb for 40 lb boxes; 10c for 5 lb boxes. Common salt \$3.25 per barrel; 5 lb bags \$5 40; 3 lb bags \$6.00.

HARDWARE AND METALS.

The demand is very light and likely to be so during the winter months. Collections are slow. Prices are firm at the quotation given, viz.: Tin plate 14x20, \$7.50 to 7.75; 20x28, \$14.25 to 14.75; bar iron \$3.50 to 4.00; sheet iron \$3.50 to \$7.00; iron piping, 25 per cent. off price list; ingot tin, 32c to 35c; pig lead, 6½c to 7c; galvanized iron, No. 28, 8c to 9c according to quality; cut nails, tenpenny and upwards, \$4.25 per 100lb keg; casing nails, \$5.00; finishing nails \$1.50. Bar iron is quoted at \$3.50 per 100 lb to the trade and \$4 to blacksmiths.

LEATHER AND FINDINGS.

Business is fairly brisk and collections not to be complained specially of. Quotations are:—Spanish sole 33c to 35c; slaughter sole 35c French calf, first choice, \$1.40 to 1.50; domestic 85c; B Z calf \$1.00 to 1.10; French kip \$1.00 to 1.25; B Z kip 85c to 90c; slaughter kip 65c to 75c; No. 1 wax upper 55c; grain upper 55c; harness leather 34c to 36c for plump stock; English oak sole 65c.

LUMBER.

There is very little demand at present, nor is there likely to be any of much account until the revival of building operations in the spring. Quotations are as follows: Pine lumber, 1st, common boards, dressed \$26.50; 2nd, dressed, \$25.50; 1st dressed 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., \$36; window and door casings, \$50; base boards, dressed, \$50; 1st pine flooring, siding and ceiling, \$40; 2nd do. \$35; 3rd do. \$30; ½ inch split siding, dressed, \$30. Spruce lumber—timber 16 feet and under, \$22; 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, \$22; 1st flooring, siding and ceiling, \$28; XX shingles, \$5.25; Star A shingles, \$5.25; X shingles, \$5.00; A do, \$4.50; lath, \$4.50

STATIONERY AND PAPER.

Business has been quiet during the week, but still as good as was expected at this particular season of the year. Collections are fair.

WINES AND SPIRITS.

The demand keeps up very well, and collections are fair. Quotations to jobbers and purchasers of quantities are: Hennessy's one star,

\$13 to \$14; in wood, \$4.50 to 5.00 per gallon; Imperial, cases, vintage of 1878, \$5.50; Maitel, in case, one star, \$13 to \$14; Renault, 1-star, \$12, \$16 and \$20; Boleyn, in wood, \$4 to \$5.50; Rouet, in cases, quarts, \$8.50; flasks, \$10, half flasks, \$11; Pinetto, 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, \$8; flasks, \$9; half flasks, \$10. Gin, Holland, in wood, \$3 per gallon; red cases, \$10.50 to 11.50; green cases, \$6 to \$7; Old Tom gin, Bonnaril's, in wood, \$3.25 per gallon; Booth's, in wood, \$3.25; Ford's Acadia gin \$2.25 to 2.75; Booths, in cases, quarts, \$8.50; Scotch whisky, Ramsay's in wood, \$4.00; Caol-Ila Islay, in wood, \$3.50; Stewart's, in cases, quarts, \$8.50; flasks, \$9.50. Irish whisky, John Jameson & Sons, in wood, \$4.50; Bernard's, in cases, quarts, \$8; flasks, \$9.50. Jamaica rum, \$3.50 to \$4.00 per gallon. Champagne—Pomeroy, quarts, \$34; pints \$35 per case; Bollinger, quarts, \$33; pints \$34; Moet & Chandon, quarts, \$27; pints \$28; G. H. Mumm, quarts, \$28; pints \$30; Piper Heidsieck, quarts, \$27; pints \$29; Carte Blanche, quarts, \$20; pints \$21. Sherry from \$2.50 to 8.00 per gallon, according to quality and brand; ports \$2.50 to 7.00, according to quality and brand; claret in cases \$5.00 to 7.00; Drewry's ale \$13 per bu; Bass's ale in quarts \$4 per doz; pints \$2.50; Guinca's porter in quarts \$4.00; pints \$2.50. Domestic whiskies, Gooderham & Wort's, in wood, \$1.65 to 2.25 per gallon; 65 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.

Receipts of grain during the past week have been more liberal than for some time past, and prices generally remain about the same. The demand for provisions has been moderate both from city and country. Prices are well maintained, and in nearly all lines good stocks are held.

WHEAT.

During the week receipts of wheat by rail have been liberal. The principal source of supply is from various points in Southern Manitoba and Portage la Prairie. West of the latter place there has been a falling-off in receipts, and it is generally supposed that a large percentage of the marketable grain within hauling distance of stations in that part of the country has already found its way to market. Prices remain as they were, but there is a firmer feeling. No. 1 hard is easily worth 80c per bushel in Winnipeg, and an extra sample might command a shade higher figure. Wheat damaged by frost is worth from 45c to 65c, according to the amount of damage the sample has sustained.

OATS.

The demand for oats still continues to be light. The high freight rates prohibit shipment east, and all that is wanted is sufficient to supply the local demand for feed purposes. From 15c to 20c is generally paid, but this quotation cannot be considered much more than nominal.

BARLEY.

Offerings are very light but at the same time sufficient to supply all demands. The brewers are taking a few loads, but what is bought

is generally for feed purposes. The ruling figure is from 30c to 35c per bushel.

FLOUR.

The mills are all running night and day. Heavy shipments are being made east, and the local demand continues very fair. Quotations are: Patents \$2.90; strong baker's \$2.60; superfino \$2.

BRAN.

There has been a more active movement in bran for some time. Considerable quantities are being shipped east, going as far as New Brunswick. The local demand is fair. The quotation on track is \$8 per ton.

SHORTS.

The market for shorts is under the same influence as that for bran, a good deal being sent east. It is quoted at \$10 per ton on track.

CHOPPED FEED.

The demand keeps up very well, and the price holds steady at \$22 per ton on track.

POTATOES.

The mild weather of the early part of last week allowed the farmers to open their pits, and the supply was more liberal than for some weeks previous. They are worth from 50c to 60c per bushel.

CHEESE.

is steady at 15c per pound.

BUTTER.

The market keeps well supplied. Choice dairy is held at 25c to 28c per pound; creamery 30c.

HAMS.

are still quoted at 18c.

BACON.

Very considerable stocks are held in this city and prices are firm at 11½ to 12c for long clear dry salt; 12½ for smoked; 16c to 17c for breakfast; and 16c for spiced rolls.

EGGS.

The supply is limited, and price firm at 32c per doz.

MESS PORK.

There is not much enquiry for mess pork at present. The price is steady at \$22.

MESS BEEF.

is in light demand but steady at \$18.

LARD.

The demand is good and supply liberal. Quotations are: twenty pound pails \$2.75; case lard \$8 to \$8.50.

DRIED APPLES.

still remain at the old quotation of 12c per pound.

CRANBERRIES.

hold steady at \$14 per barrel for best quality.

WHITE BEANS.

are still quoted steady at \$3 to \$3.25 per bushel.

CANNED MEATS.

The demand for canned meat is only fair. Quotations remain as follows: Corned beef \$4.25; brawn \$4.25; lunch tongue \$4.25 for 1 lb cans; 2 lb cans \$7.75; salmon \$2.15; lobsters \$2.00; California fruits, \$9.75; tomatoes \$4.50; 3 lb apples \$4.25.

MINNEAPOLIS.

The past week has been marked by a fair volume of trading on 'change, much of which was speculative, being in No. 1 and No. 2 hard for May delivery. The former grade sold at \$1.09 at the opening and closed at \$1.07½, while No.

2 hard, seller May, sold at \$1.01½ and \$1.02 in small lots, and \$1.02½ bid. The market was in sympathy with the depressed lake markets, but did not drop so many points. Reports that 70 to 80 per cent. of the crop of the northwest has been marketed and that two milling firms hold the bulk of the wheat of this section, while the others are short of wheat and anxious about future supplies, have been circulated and probably had as much to do with holding prices up in the face of persistent bear raids as anything. The first report is undoubtedly true, but the other carries with it the implication that the Pillsburys and Washburns have cut loose from the association in order to monopolize the supply of wheat—an altogether improbable statement, as had this been the case it would have been known long ago and would have caused serious trouble in the association.

The coarse grains have been lightly dealt in and were fairly firm throughout the week, oats advancing.

The following were the highest and lowest prices by grade on 'change during last week, with Wednesday's closing prices:—

Wheat.	Highest.	Lowest.	Closing.
No. 1 hard.....	\$0.99½ ..	\$0.97½ ..	\$0.98½
" 2 "	94½ ..	93½ ..	93½
" 1 northern ..	89½ ..	88½ ..	89½
" 2 "	86 ..	85 ..	85

MILLSTUFF.—Bran has been scarce and strong, closing at \$12 per ton in bulk. Shorts were also scarce and firm, closing at \$13 to \$14 in bulk.

FLOUR.—The bear boom is still on and there is no improvement whatever in the market, here or elsewhere. Some of the mills report an increased eastward demand, even beyond the limits of production, but they are slow about booking orders for even a fortnight ahead, and flatly refuse offers of present prices for deliveries, one to four months ahead. Other millers report a lessened demand and extreme dullness. Nearly all agree that the low stage of water is not an unmixed blessing, as were the mills grinding to anything like full capacity, they would flood the market and compel a general shut down. Quotations at the mills are as follows:

Patents, \$5.80 to 6.50; straights, \$5.25; first bakers', \$4.75 to 5.00; second bakers', \$4 to 4.40; best low grades, \$2.25 to 2.50; red dog, \$1.75 to 2.00.

Matters on the platform are very quiet. The fierceness to get out more flour is less apparent, the mills being allowed to do what work they can with convenience, and the limited output is accepted in better nature. Millers, in the face of the present dull flour market, are rather settling down to a feeling that a curtailed production is the best thing that could have happened after all. The water power averaged a little better than usual last week, and, as a result, the output of flour was increased a few hundred barrels. The production for last week, ending Saturday, averaged 10,385 bbls. per day against 9,650 bbls. the previous week. This week the head of water started off rather poorly, and it is doubtful that the production will go over 10,000 bbls. daily, if it reaches that figure. The flour market remains dull, a small amount of business being done. Millers are very cautious about selling flour ahead, refusing orders at current quotations.

Our receipts and shipments were as follows for the week ending Jan. 15:

	Received.	Shipped.
Wheat, bush.....	233,500	67,614
Flour, brls.....	6,925	67,314
LAST WEEK.		
Flour, brls.....	2,375	45,409
Wheat, bush.....	233,500	31,500

The stock of wheat in store in the elevators (including the transfer) and mills of the city on Tuesday, was about 3,150,000 bush. At St. Paul there were 1,220,000 bush., against 1,170,000 last week, and at Duluth 2,278,400 bush., against 2,269,245 bush. the previous week. —Northwestern Miller.

CHICAGO.

The Chicago market has been active and considerably unsettled during the past week. Grain generally has had a downward tendency, and it is believed that bottom has not been touched yet. Provisions have also been subject to considerable fluctuations. On Tuesday a fair business was transacted, the demand being principally from the "short" interest. Corn was unsettled but fluctuations were confined to a narrow range. Oats were quiet, and sales limited. A fair business was transacted in provisions, but mainly on speculative account. Quotations towards the close were:

Wh. at.....	Jan., \$0.91½	Feb., \$0.91½
Corn.....	53½	53½
Oats.....	32½	33
Pork.....	14.70	14.80
Lard.....	8.77½	8.85

On Wednesday trading in wheat was heavy, including some large blocks, one trade of half a million business being included in the day's transactions. In corn a good speculative business was transacted. The feeling was somewhat unsettled but withal rather stronger owing to rather freer buying chiefly from shorts. Oats gained some strength, and in provisions the feeling was stronger in a general way. Quotations towards the close were:

Wheat.....	Jan., \$0.91½	Feb., \$0.91½
Corn.....	53½	54½
Oats.....	32½	32½
Pork.....	14.75	14.80
Lard.....	8.80	8.87½

On Thursday wheat took a drop, and other grains acted in sympathy. Provisions were fairly active. Quotations towards the close were:

Wheat.....	Jan., \$0.90½	Feb., \$0.90½
Corn.....	53	53½
Oats.....	32½	32½
Pork.....	14.70	14.75
Lard.....	8.75	8.85

On Friday wheat declined still further. Other grains were also weak. Provisions were inclined to be quiet. Quotations towards the close were,

Wheat.....	Jan., \$0.89½	Feb., \$0.89½
Corn.....	52½	53½
Oats.....	32½	32½
Pork.....	14.70	14.75
Lard.....	8.75	8.85

On Saturday wheat was in good demand and generally lower. Corn and oats were quiet. Provisions were steady. Quotations towards the close were:

Wheat.....	Jan., \$0.89½	Feb., \$0.89½
Corn.....	51½	52
Oats.....	32	32½
Pork.....	14.67½	14.67½
Lard.....	8.70	8.80

TORONTO.

STOCKS.

The stock market has been quiet and without any special feature, and the general opinion prevails that until after the spring trade is over and something more definite is known as to the trade of the country, no permanent advance can be expected. On Wednesday closing bids, as compared with the week previous were:

	Jan. 9.	Jan. 16.
Montreal	176	177
Ontario	99½	100½
Molson	110½	112
Toronto	167½	168½
Merchants	107	108
Commerce.....	118½	119½
Imperial	128½	129
Federal	122½	124
Dominion.....	187½	188½
Standard	109	109½
Hamilton	114	112
Ontario & Qu'Appelle	100	92
North-west Land	63	64½

GRAIN AND PRODUCE.

The market has not shown any signs of improvement. Offerings are light, and there is also very little demand. Buyers are of the opinion that prices are above what is warranted by outside market, and for that reason buy only what is required for immediate supply. Unless buyers and sellers come closer together a quiet market may be expected for some time. The question as to the quantity of grain in the country has not been satisfactorily answered and is a subject of much interest at the present time. The probability is that prices will decline. Stocks have increased slightly during the week. Stocks on hand last week were as follows: Flour, nil bbls.; fall wheat, 47,622 bush.; spring wheat, 62,261 bush.; oats, 2,590 bush.; barley, 176,814 bush.; peas, 17,052 bush.; rye, nil; against on the corresponding date last year; flour 695 bbls.; fall wheat, 156,708 bush.; spring wheat, 79,040 bush.; oats, 1,558 bush.; barley 176,650 bush.; peas, 4,484 bush.; rye, 6,010 bush.

WHEAT.

Owing to the decline in prices outside, shipping demand has not been heard of; some of the mills are closing, which makes local enquiry light. The business of the week amounts to very little; and the market closed inactive. Quotations are: Fall wheat No. 2, \$1.07 to \$1.08; No. 3, \$1.04 to \$1.05; Spring do., No. 1, \$1.11; No. 2, \$1.09.

OATS.

Prices have been firmer owing to light receipts. Heavy western have sold at 34c; average qualities 31c to 33c on track. On the street 34c is paid.

BARLEY.

There have been considerable shipments to the United States during the week, at steady prices. Quotations are: No. 1, 71c; No. 2, 65c to 66c; extra No. 3, 61c to 62c; No. 3 51c to 55c.

RYE

is quiet and steady at 62c for car lots or on the street.

PEAS.

The market is steady and all offered are wanted. Car lot quotations are: No. 2, 75c; No. 3, 71; rejected, 68c. On the street from 73c to 65c is paid.

FLOUR.

The market is dull as ever. There is very little offered and just as little wanted. Holders are not inclined to push sales or tempt buyers by concessions. Superior extra is quoted at \$5.00 to \$5.10 per barrel; extra, \$4.80 to \$4.85.

POTATOES.

All offered are wanted, and prices are firmer at 70c to 72c for cars. Street receipts are light, and prices range from 85c to 90c.

BUTTER.

The market continues inactive, the only business doing being of a local character. The best dairy sells at 18c, and easy at that figure. Medium and inferior qualities are not enquired for. For good shipping quality 15c has been offered. Box lots of rolls have sold at 14c to 16c. On the street pound rolls sell at 22c to 24c; tubs and corks of dairy, 18c to 20c.

EGGS.

Receipts have been light and the demand slack. Fresh are steady at 24c; limed, 22c in round lots.

CHEESE

is quiet and firm at 12½c to 13c for fine, and 11½c for medium. It is thought that prices will advance before long.

PORK.

Small lots have sold at \$16, but the movement has been light.

BACON.

Business has been light and the market somewhat unsettled. A lot of old long clear sold at 8c. New long clear is held steady at 10c; Cumberland 9c; rolls, 11½c; bellies, 12½c.

HAMS.

The stock held are very light. Smoked are held firm at 13c. No other sorts are offering.

LARD.

There has been a steady demand at 12c to 12½c for small lots of tinnets and pails.

APPLES.

There is no movement. Cars would not bring over \$3 to \$3.37 per barrel. Street prices are nominal at \$2.75 to \$3.75.

POULTRY.

Receipts have been light and prices firm. Box lots have sold at 10c to 12c per lb for turkeys and ducks; 8c to 8½c for geese.

SUNDRIES.

Dried apples 8½c to 9½c; white beans \$1.75 to \$2; oatmeal per 136 lbs, \$4.00; corn meal \$3.54 to \$3.62.

Winnipeg Board of Trade.

The annual general meeting of the Winnipeg Board of Trade was held on Tuesday afternoon in the Stock Exchange over the Bank of Montreal. There was a good attendance. Mr. C. J. Brydges, president, being absent Mr. Jos. Mullholland was called upon to preside. The secretary read the following:

ANNUAL REPORT.

The Council of the Board of Trade beg to report upon the various matters which have come before the Board during the past year.

It is now five years since the citizens of Winnipeg organized this board, the membership of which has to-day reached 110.

Twenty meetings have been held during the last year. The Council was called together regularly once a month and the whole Board once a quarter.

In the spring the Local Government were communicated with in regard to the proper reception and care of emigrants on their arrival in this city.

Complaints having been made that the heavy freight rates on the Canadian Pacific Railway were pressing very severely upon our merchants,

your Council held several interviews with the general manager of that line, eventually laying before him, in a long memorial the excessive advance of the Canadian Pacific Railway rates upon even the winter rates of other Canadian lines. A copy of this memorial was also sent to the Minister of Railways, who acknowledged its receipt.

During the year several of the leading dealers in wheat and provisions formed themselves into a grain and produce exchange, and at the request of a deputation from that body, your council communicated with the Canadian Pacific Railway authorities on the question of elevators and the necessary accommodation required for the proper storing of wheat at different points along the Company's line. You are aware of the recent reduction which the Canadian Pacific Railway have made in the wheat tariff and that the Company are erecting elevators at Port Arthur for the shipment of grain. And in this connection your attention is also drawn to the fact that in response to representations made at Ottawa Red Fyfe wheat has been ordered to be graded as No. 1. This has proved of great advantage to the farming community. Your council joined in the petitions which were sent to the Federal Government, urging that a sum be set apart in the estimates for removing the obstructions which existed at the mouth of the Red River, which it is believed increases our floods in spring and hinders navigation in the summer months. Some dredging has since been done, and more is promised in the coming season.

Your council also petitioned the Government to defray the cost of a steamer which should be sent to Hudson's Bay for experimental navigation in a part of the country which is daily attracting more and more attention. Your Council recommend to their successors that the Government be again approached on the subject.

The Manitoba members in the House of Commons were urged to press upon the Government a reduction in the duty on agricultural implements. A slight Concession was made, but not as much as it seemed should be made in the interest of this country.

At the request of the Toronto Board, this Board has joined in petitioning the Federal Government for an act to provide for the equitable distribution of the assets of insolvent estates.

Quite recently a resolution was passed by the Board expressing sympathy with the farmers under the difficulties from which they suffered, and expressing the sincere hope that the causes would soon be removed.

These and many matters of minor importance have occupied the attention of the Board and Council during the past year. The Council trusts that an active membership will be made up for the present year, and thus enable the Board to deal effectively with all matters relating to the trade and commerce of the city of Winnipeg. The treasurer's statement, which is hereto annexed, shows that the Board is clear of debt, and has a balance of \$297.53 in the bank.

C. J. BRYDGES, President.

L. M. LEWIS, Secretary.

The financial statement was presented as follows:

RECEIPTS.		
110 members at \$10 ..		\$1,100 00
DISBURSEMENTS.		
Caretaker city hall for 1882 \$	10 00	
Furniture and signs ..	27 00	
Printing, advertising, telegrams, etc. ..	90 45	
Rent of Board room ..	175 00	
Secretary ..	500 00	
Balance in bank ..	297 53	\$1,100 00

Audited and found correct,
(Signed) K. MACKEAND.

15th January, 1884.

The reports were unanimously adopted.

The election of officers was then proceeded with, the following being the result:

President—Mr. Kenneth McKenzie.

Vice-President—Mr. S. O. Shorey.

Secretary—Mr. J. E. Steen.

The following twelve gentlemen were elected as members of the Council: Messrs. A. McKeand, G. J. Maulson, R. J. Whitla, Jos. Mullholland, J. H. Ashdown, D. H. McMillan, F. P. Galt, A. F. Eden, W. F. Henderson, F. H. Mathewson, N. Bawlf, and L. M. Jones.

Mr. MacKeand moved, seconded by Mr. Bell, that this Board expresses its sympathy with the movement towards extending the boundaries of Manitoba to the Hudson's Bay, and the building of the Hudson's Bay Railway at as early a date as possible, and hereby also expresses its confidence in the practicability of the Hudson's Bay.

Some discussion took place after which it was decided to leave further consideration of the question to an adjourned meeting to be held on the Thursday afternoon following. A vote of thanks was tendered Mr. Lewis for his services as secretary during the past year. The meeting then adjourned till Thursday, at 4 p.m.

THE ADJOURNED MEETING

was held on Thursday afternoon, at which there was a large attendance. The president, Mr. K. McKenzie having called the meeting to order addressed the Board as follows:

"This is an adjournment of our meeting of Tuesday when the lateness of the hour prevented us discussing the resolution of Mr. MacKeand respecting the boundaries of Manitoba and the Hudson's Bay Route.

It is gratifying to see such a good attendance to-day of the representative men of Winnipeg, as it evinces their deep interest in these schemes. If we are to be shorn of territory east of us it is essential to the prosperity and power of this Province that we lay claim to that territory north and west of us and territory doubtless more valuable. We must endeavor to make this a strong and a wealthy Province, of importance to ourselves, an aid and assistance to Provinces around us.

Regarding the Hudson's Bay Route, to me it appears that the undertaking is of the most vital importance to the interests, advancement and full development of the great Northwest. Geographically it appears to be the natural highway of this country—a highway entirely and solely our own, and to which no one else has any right or can interfere with.

The same determination and resolution that fixed themselves in the minds of the eastern people a few years ago to build our great national and continental highway, the Canadian Pacific, appear to be fast taking hold of the minds of the people of the Northwest to undertake the Hudson's Bay Route. Who cannot

remember how wild a scheme the C. P. R. appeared to be to the minds of many good men? Who to-day doubts its ultimate success? It was a great step. We are called upon to take another great step forward; that step is the establishment of the shortest route to Europe via Hudson's Bay. Let that route be the outcome of their confidence in their country; of the energy and pluck of the people of the great Northwest.

I shall not trespass further on the time or subjects of the gentlemen who are to address you. We expect to receive a great deal of information on the subject and to be deeply improved."

The secretary then read the resolution of which notice had been given on Tuesday, moved by Mr. MacKeand, seconded by Mr. C. N. Bell: That this Board expresses its sympathy with the movement towards extending the boundaries of Manitoba to the Hudson's Bay, and the building of the Hudson's Bay Railway at as early a date as possible, and hereby also expresses its confidence in practicability of the navigation of the Hudson's Bay.

A lengthy discussion took place on the resolution in the course of which able and eloquent addresses were made by the mover and seconder, and Messrs. Luxton, R. D. Bathgate, A. Strang, Wm. Clark and Capt. Carruthers. The resolution was unanimously carried. On motion of Mr. Luxton, seconded by Mr. R. D. Bathgate, the following resolution was put and unanimously carried: "That whereas it is understood that much popular interest in the proposed Hudson's Bay Route scheme is felt in Dakota, Minnesota, and Northwestern States and Territories; and whereas a convention is to be held at Grand Forks on the 24th inst., to consider the question of transportation generally; resolved, that this Board send a delegation to said convention to discuss the question with, and secure the moral support of, our neighbors in this scheme in which the Canadian and the United States Northwest have a common interest.

Mr. Matthewson moved, seconded by Mr. Whitla, that whereas it has come to the knowledge of this Board that the Hon. the Attorney-General has given orders to withhold from Dun, Wiman & Co., the information contained in their semi-monthly Mercantile Test, this Board hereby expresses regret that he has seen fit to do so, as the information the Test contains is of great use to the mercantile community and moreover similar information is supplied to business men in the Eastern Provinces, and that a deputation consisting of Mr. Sweeney, Mr. Shorey, Mr. MacKeand, Mr. McKenzie and the mover be appointed to meet the Hon. Attorney-General and request him to rescind the order in question.

Several members expressed themselves very strongly on this subject, and the motion passed without a dissenting voice.

On motion of Messrs. Luxton and Whitla, Mr. W. Clark and the secretary were appointed as the delegation to go to the Grand Forks Convention on the 24th inst., the expense to be defrayed out of the treasury of the Board.

Mr. C. N. Bell brought up the question of appointing a committee to compile all obtainable information regarding the navigation of Hudson's Bay. On motion of Mr. Strang, seconded by Mr. Bathgate, Mr. Bell was appointed to undertake the compilation suggested.

On motion of Capt. Carruthers, seconded by Col. Kennedy, it was resolved: That this Board desire to place on record their entire sympathy with the object of the Hon. Mr. Norquay's mission to Ottawa relative to the extension of the boundaries of this Province to Hudson's Bay, and that the secretary be instructed to forward a copy of this resolution to the Hon. gentleman.

The question of a bankruptcy law was brought up by Mr. Higgins who stated that he had prepared certain resolutions in regard to the matter. On motion of Messrs. Shorey and MacKeand the resolutions were read and referred to the Council of the Board for their consideration. The meeting then adjourned.

An Early Chapter in the History of Steel Pens.

The subject of the identity of the inventor of steel pens has lately been broached in one of the Birmingham papers, in connection with which attention has been drawn to the statement, made some years ago, that the first steel pens were made by Daniel Fellows, of Sedgley, an old sportsman, intimate in his younger days with the then Lord Dudley, of Himley. D. Fellows also made gold pens and claimed to be the inventor of them, but this was disputed by a Dr. Wise, of London, between whom and Fellows a paper war was carried on respecting it some seventy or eighty years ago. The writer of the above statement was asked to give further details, names, dates, etc., and he then stated that the "paper war" was by rival hand-bills; that he had been at Fellows' house in 1806, and seen "Thomas Sheldon, his apprentice, making steel pens;" that Fellows began to make steel pens about 1793, that he himself paid Sheldon £100 in 1822 for pens, and more than that amount in 1823, but that soon after the machine-made pens of Mitchell & Gillott took the place of the barrel-made pens. Another contributor ("T. S.") wrote that in 1815 Sheldon's pens were sold at 19s. per dozen, less 10 per cent. for cash, that they were the barrel-shape, and that with bone handle and cover to protect the pen, for pocket, the price of B. Smith & Co.'s steel book was 36s. per dozen, discount 25 per cent. quarterly, or 5 per cent. for prompt cash. The writer added that he had in his possession a metallic pen, of Dutch make, the date of which was provable as sold in the year 1717.—*Printing Times and Lithographer.*

Uniform Gauge of Track.

In the early times of railway construction the width, says the Cincinnati *Price Current*, was a matter of small concern, so that the carrying capacity was deemed an economical one; but with the vast growth of the railway system it soon became apparent that a uniform gauge of connecting lines, was essential to rapid and economical transit. The roads north of the Ohio and Potomac rivers settled down upon a gauge of four feet eight and one-half inches, which is now called the standard gauge, while the south-roads were all, or nearly all, of the uniform width of five feet. It is now becoming a matter of importance that all the railroads of the country, North and South, should be able to transfer their cars from one track to another without the unnecessary expense and delay of changing trucks or breaking bulk, and we are glad to see a disposition manifested by the managers of most of the southern roads to meet the requirements of through traffic by adopting the standard gauge. The Cincinnati, New Orleans & Texas Pacific, lessee of the Cincinnati Southern, has applied to the trustees of that road for permission to make it of standard gauge. The step has been taken because of the belief that the business of the company would be much larger if the gauge was the same as that of all the lines north of the Ohio river. Strange as it may seem, this request is not received in some quarters with favor, the fact only showing that all of the fogies are not yet dead.

Early Type-Founding.

In 1636 Joseph Moxon, the earliest writer on the technique of printing, type-founding, etc., published his "Mechanical Exercises," a work often quoted in the typographical literature of to-day. He was the first of English letter-cutters to reduce to rule the art which before him had been practised only by guess, and left to succeeding artists examples that they might follow. By nice and accurate divisions he adjusted the size, situation and form of the several parts and members of letters, and the proportion which every part bore to the whole. The bodies most in use when Moxon wrote, and which were the only ones noticed by him, were Pearl, Nonpareil, Brevier, Long Primer, Pica, English, Great Primer, Double Pica, Two-line English and French Canon. Moxon further says: "We have one body more, which is some times used in England, that is, a Small Pica; but I account it no discretion in a master printer to provide it, because it differs so little from Pica, that unless the workmen be more careful than they sometimes are, it it may be mingled with Pica, and so the beauty of both may be destroyed." Moxon followed the occupation of a mathematical instrument maker, and was hy-drographer to the king.

SHIPMENTS of grain from the Province as shown by Custom House returns at Emerson, from Dec. 1 to Jan. 17th, amounted to 144,176 bushels of wheat, and 6,880 bushels of flax seed.

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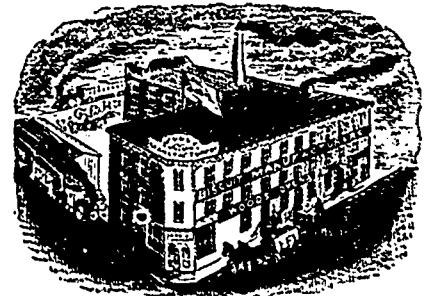
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Manager Winnipeg Branch.

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 Mortgages and Debentures Purchased.
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THE WINNIPEG WAREHOUSING COMPANY.

(LIMITED) CAPITAL, \$80,000.
 Store every description of goods Free or in Bond.
 Special attention paid to Emigrants effects, trunks, furniture, agricultural implements, &c.

Insurances effected at lowest rates.
 Warehouse receipts issued negotiable at all Banking Offices.
 All goods shipped to the company or 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.
 P. O. Box 981. **R. CARTWRIGHT, Manager.**

C. W. GIRDLESTONE,
INSURANCE & GENERAL AGENT.

Royal of England, capital and assets, \$34,000,000
 City of London, England, 10,250,000
 North-West Fire Insurance Company of Manitoba 500,000
 Life Association of Canada, 200,000

Fire, Life, Marine, and Accident Insurance.
 CUNARD AND ANCHOR STEAMSHIP LINES,
 22^d Passage Tickets Granted.

Goldie & McCullough's Safes and Vault Doors

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

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We are now prepared to fill all orders entrusted to us with dispatch.

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Lumber,
Sash, and
Shingles,
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Office and Yard opposite C. P. R. Freight Sheds, North of Track.

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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.

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—AND—
ELEVATOR "A."

PORTAGE LA PRAIRIE.
The Purest and Best Flour

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

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 Agents at Winnipeg.
 Correspondence Solicited.

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

Grain and Flour Exporters

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

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W. O. ANDREW,
 Sole Agent for Manitoba and the North-West Territories.
 P. O. Box 1012, or Room 52 Club Chambers **WINNIPEG.**



Canadian Pacific Railway.
(WESTERN DIVISION)

CHANGE OF TIME

On and after Dec. 2nd, 1893, Trains will move as follows:

Going West.	Going East.
7:30 a.m. leave Winnipeg arrive	6:30 p.m.
10:09 " Portage la Prairie	4:60 "
1:25 p.m. Brandon	1:45 "
1:15 " Broadview	7:15 a.m.
12:15 a.m. Regina	11:20 p.m.
6:30 " Moose Jaw	8:30 "
3:30 p.m. av Swift Current	11:30 p.m.
10:40 p.m. Maple Creek	4:30 a.m.
2:40 a.m. av. Medicine Hat	11:40 a.m.

Going East	Going West
7:30 a.m. leave Winnipeg arrive	8:30 p.m.
1:55 p.m. Itat Portage	11:40 a.m.
8:55 p.m. Barclay	4:54 p.m.
11:40 a.m. arrive Pt. Arthur leave	1:30 p.m.

Going South.	Winnipeg	Going North.
Leave	Arrive	Arrive
17:00 a.m. *7:35 p.m.	16:35 a.m.	17:50 a.m.
	Emerson.	
10:50 p.m. 10:10 p.m.	4:05 a.m. 4:10 a.m.	
Arrive.	St. Vincent.	Leave.
10:06 p.m. 10:30 p.m.	3:45 a.m. 4:00 a.m.	

SOUTHWESTERN BRANCH.

Going South.	Winnipeg	Going North
7:40 a.m. leave Winnipeg arrive	8:00 p.m.	
10:05 a.m. Morris	5:30 p.m.	
11:50 p.m. Gretna	3:45 p.m.	
4:45 p.m. arrive ManitouCity leave	9:30 a.m.	

7:30 a.m. leave Winnipeg arrive	3:00 p.m.
10:30 a.m. Stony Mountain	2:00 p.m.
10:55 " arrive Stonewall leave	1:30 "

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

Sleeping Cars runs daily between Winnipeg and Moose Jaw. Sleeping car leaving Winnipeg Mondays runs through to Calgary without change. Returning arrives at Winnipeg Saturday evening.

Trains move on Standard time.

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

St. Paul, Minneapolis & Manitoba.
SOUTHEASTWARD.

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

NORTHEASTWARD.

Express leaves St. Paul at 7:00 p.m. and 8:00 a.m., arriving at St. Vincent at 4:30 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.

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 3:30 p.m.

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

Passengers over the Royal Route have all the luxuries of Modern Railway travel, Palace Dining Cars, Luxurious Smoking Room Sleepers and Elegant Day and Night Coaches for Passengers who do not ride in Sleeping Cars, with no change of cars for any class of passengers between Minneapolis, St. Paul and Chicago; also No Change of Cars between St. Paul and Council Bluffs, with Through Sleepers to Kansas City. If you wish the best traveling accommodation always buy Tickets over the Royal Route.
 J. H. Hilland, T. W. Teasdale,
 Gen. Traff. Man., St. Paul. Gen. Pass. Agt., St. Paul
 F. W. Cusack, Gen. Agt., 517 Main St., Winnipeg.

Albert Lea Route.

The favorite route from the North to Chicago and the East. Chicago "Cannon Ball" express leaves Minneapolis at 7:00 p.m. daily, arriving at Chicago 3 p.m. next day. This is a solid train, consisting of comfortable day coaches, Pullman sleeping cars, and our justly famous palace dining car, 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.

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 2:00 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 Chicago, Milwaukee & St. Paul Railway

Is the short Line from St. Paul and Minneapolis, via La Crosse and Milwaukee, to Chicago, and all Points in the Eastern States and the Canadian.
 It is the only line under one management between St. Paul and Chicago, and is the finest equipped Railway in the North-west.
 It is the only line running Pullman Sleeping Cars, Palace Smoking Cars, Palace Dining Cars via the famous "River Bank Route," along the shores of Lake Pepin and the beautiful Mississippi River to Milwaukee and Chicago. Its trains connect with those of the Northern line in the Grand Union Depot at St. Paul.
 No Change of Cars of any class between St. Paul and Chicago.
 For through Tickets, Time Tables, and full information apply to any Coupon Ticket Agent in the North-west.
 S. S. WENRILL, General Manager.
 A. V. H. CARPENTER, General Passenger Agent.
 W. H. DIXON, General A. W. Pass. Ag't., St. Paul, Minn.
 CHAS. N. BELL, Commercial Ag't., Winnipeg, Man.

Michigan Central Railroad.

Depots foot of Lake Street and foot of Twenty-second Street. Ticket Offices, 67 Clark Street, south-east corner of Randolph, Grand Pacific Hotel and Palmer House.
EASTWARD.

Express trains leave Chicago at 6:45 a.m., 9 a.m., 4:30 p.m., 9 p.m., and 10 p.m.; arriving at Detroit at 6:35 p.m., 6:50 p.m., 1 a.m., 6:40 a.m.; and 8:50 a.m.

WESTWARD.

Express trains leave Detroit at 7:20 a.m., 9:55 a.m., 8:20 p.m., 10:10 p.m.; arriving at Chicago at 6:50 p.m., 7:40 p.m., 7:30 a.m., and 8 a.m.

These trains take the through sleepers from the Canada Division, and make close connections at Chicago with the trains of other roads.
 Dining cars on trains.

CANADA DIVISION.

EASTWARD.

Express trains leave Detroit at 1:10 a.m., 7:10 a.m., 9:05 a.m., 12:35 p.m., and 8 p.m.; St. Thomas at 4:20 a.m., 10:65 a.m., 1:45 p.m., 3:55 p.m., and 10:55 p.m.; arriving at Buffalo at 8:15 a.m., 3:25 p.m., 7:15 p.m., 8 p.m., and 4 a.m.

WESTWARD.

Express trains leave Buffalo at 11:05 a.m., 12:20 p.m., and 7:15 p.m.; St. Thomas at 1:35 p.m., 4:10 p.m., 5 p.m., and 11:3 p.m.; arriving at Detroit at 8:25 p.m., 9:15 p.m., and 3:15 p.m.

Close connections at St. Thomas with Credit Valley for Toronto, with all branch lines, and with other roads at Buffalo and Detroit.

Through sleepers and dining cars on all trains.
 O. W. RUGGLES, Gen. Pass. & Tkt. Agt., Chicago.
 H. B. LEDGARD, Gen. Manager, Detroit.
 W. McLEOD, Manitoba Pass Agent, Winnipeg.

The Chicago & Grand Trunk & Grand Trunk Railways

Will be seen by the following Map to be the most direct Route between CHICAGO AND A.T.S. CANADIAN POINTS.



HAVING NO CHANGE OF CARS of any class between CHICAGO, PORT HURON, STRATFORD and BUFFALO. The only line running PULLMAN PALACE SLEEPING CARS from CHICAGO to SUSPENSION BRIDGE, BUFFALO, TORONTO, MONTREAL, NEW YORK and BOSTON through Canada without change.
 This line is becoming the most popular route to all points East, via Montreal and down through the White Mountains, also via Niagara Falls, where its trains pass over the SUSPENSION BRIDGE, in full view of America's Greatest Cataract. During the Summer Season passengers going East have choice of Boat or Rail on the St. Lawrence River, where nature taken its away and crowned the river with the most beautiful scenery.
 Always ask for Tickets via this Line.
 GEO. B. REEVE, Traffic Manager.
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North Western Planing Mills

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

SASH, DOORS, BLINDS,
And General House Furnishing
Made to Order.

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

PATERSON & MITCHELL.

D. S. BRIGGS,

Wholesale and Retail Dealer in

LUMBER, LATH AND SHINGLES,
ALSO

READY-MADE HOUSES.

538 Main Street, West Side, North of Track,
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H. R. BANKS & CO.

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LATH,
SHINGLES, Etc.

Planing Mill and Factory,

Garland St., Portage La Prairie.
Branch Yard, Moose Jaw.

J. M. TAYLOR,

CITY PLANING MILL,

Manufacturers and Dealers in

All kinds of Sash Doors, Mouldings, etc.,
MILL AND FACTORY,
Dufferin St., Portage La Prairie.
West of Fire Hall.

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Importers of and Wholesale Dealers in

PLAIN, FANCY AND PLATE

WINDOW GLASS

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

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SMALLWARES, ETC.

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

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BUILDING PAPERS,	PAPER BAGS.
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PRINTING " "	ENVELOPES.
WRITING " "	ACCOUNT BOOKS.
BLOTTING " "	MEMORANDUM " "
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Sole Agents for Manitoba for ALEX. PIRIE & SONS,
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LITHOGRAPHED PLANS,

Paper Ruling and Binding,

Fine Job Printing

AT REASONABLE RATES.

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GRAND VIEW HOTEL,

OPPOSITE NEW C. P. R. STATION,

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Strictly first-class in every respect. Commercial Sample
Rooms Attached.

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The Largest and Most Popular House of the North-
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The Palace Hotel of the Northwest,

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The Manitoba Soap Works!

ST. BONIFACE, MANITOBA.

Wall, Bessette, Lecomte & Co., Proprietors.

The "Royal" Soap is strongly recom-
mended for family use, being the best
Soap sold in Manitoba.

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FULL STOCK

Teas, Sugars,
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BREWERS AND MALSTERS,
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PORTAGE LA PRAIRIE.
Ale and Porter in Wood
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Orders by Mail and Wire Promptly At-
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Manufacturers Agent & Commission Merchant
SPECIALTY:
Cigars imported from Hamburg, Germany.
42 FRONT STREET EAST, TORONTO.

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WHOLESALE
CLOTHING
—AND—
GENTS' FURNISHINGS,
PRINCESS STREET,
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EDDY & PALMER,
GREAT NORTH-WEST
Trades Protection, Gen'l Enquiry,
—AND—
DETECTIVE AGENCY,
Audit of Accounts,
Collection of Debts, Rents, Etc.
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N. B.—In addition to the above, being ac-
quainted with the leading citizens of this town,
we afford assistance to intending settlers, giv-
ing such information as the necessities of their
business may require.

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BROKERS**

—AND—
Commission Merchants.

Agents St. Lawrence Sugar Refining
Company, Montreal.
Office: McArthur Block, Winnipeg.

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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
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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,
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Highest Awards and Medals at Exhibitions of 1882.

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COMMISSION MERCHANTS,**

AND WHOLESALE DEALERS IN
PRODUCE AND PROVISIONS.
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(SUCCESSORS TO A. G. B. BANNATYNE)
WHOLESALE GROCERS
AND DEALERS IN
Provisions, Wines & Liquors,
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TEA IMPORTERS,
—AND—
General Commission Merchants.

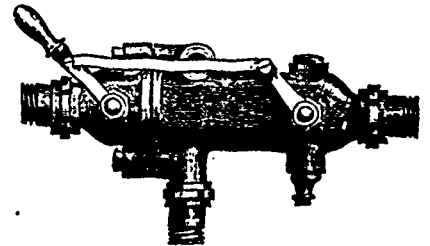
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Best Boiler Feeder in the World



Will lift 25 feet and take water at 150 degrees. Only
one handle to start and stop. No valves to regulate.
Cheaper than any other injector in the market.
Prices and particulars on application to
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RAILWAY SUPPLIES!
ANTHONY FORCE
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Manufacturers of Crucible Cast Steel Tyres, Cast,
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Slide Bars, Marine Shafts and Cranks, Bells, etc.
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Clothing Iron Works, GLASGOW,
Engineers and Machine Makers, Manufacturers of
Railway and other Bridges, Iron Girders, Iron Roofs,
Railway Plant and Furnishings of every description.
Warehouse: 225 Wellington Street, MONTREAL.

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Railway Supply and Manu'g Co.,
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Manufacturers of

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For Packing and Cleaning purposes.
RAILWAY BRASSES & BEARINGS
THE BEAVER METAL A SPECIALTY.
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