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

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WINNIPEG, FEBRUARY 26, 1884.

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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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WINNIPEG, FEBRUARY 26, 1884.

R. BELLAMY, hotelkeeper, Virden, is offering his business for sale.

H. E. FAIRFIELD, saloon keeper, Winnipeg, is about giving up business.

GOOD & HALL, general storekeepers, Griswold, are giving up business.

ROGERS & HASTINGS, general storekeepers, Tisdale, have assigned in trust.

WAIT & FLAYER, hotelkeepers, Rat Portage, have been sold out by the sheriff.

G. T. GOURLAY & Co., general storekeepers, Medicine Hat, have assigned in trust.

J. A. KOBOLT, butcher, Rat Portage, has sold out his business to Thompson & Palmer.

JOHN MCKAY, dealer in boots and shoes, Swift Current, is closing out business there.

With the disappearance of snow a service of street cars will be put on north of the C. P. R. track.

J. H. McNulty, general store, Moose Jaw, has settled with his creditors at 30c on the dollar.

THE Lacrosse Hotel, King street, has been in trouble again, a bailiff having been in possession.

J. ROBINSON & Co., dry goods merchants, Winnipeg, have dissolved partnership, D. E. Starr retiring.

THE effects of A. Blanger & Co., dealers in Winnipeg, have been sold out under a landlord's warrant.

THE alleged irregularities of the Emerson Custom House have resulted in the arrest of Collector F. T. Bradley.

THE state of the Winnipeg labor market be judged from the action of the Town Council in reducing street laborers' wages to \$1 50 a day.

THE business of Low & Hobbs, general storekeepers, Chater, has been bought by Mrs. Hobbs, the stock being taken at 53c on the dollar.

ALREADY material for the further construction of the C. P. R. is arriving in this country, among which, last week, were several car loads of bridge material.

AMONG the other signs of returning activity in the city are numerous orders at the different machine shops, which have been doing very little since the opening of 1884.

THE business of Stalker & Hutchins, harness dealers, Winnipeg, will in future be carried on by E. F. Hutchins, while a portion of the interest of the deceased Mr. Stalker will remain in the business.

THE C. P. R. managers have given notice that unless the unclaimed baggage, now lying at the Winnipeg baggage room, is not called for by owners within a very short time, an auction sale of the same will be made.

THE Emersonians are determined to assist in the booming of the Hudson's Bay route, and a meeting for that purpose will be held in the Opera House there on the 4th and 5th of March next.

It is now beyond question that Premier Norquay will return to Manitoba without securing any concessions from the Ottawa Government.

The Honorable gentleman is now on his way home, and may be expected here, not later than to-morrow.

THE St. P. M. & M. Railway Co. have issued a new table of rates, to take effect on March 1st. The changes include a reduction on some classes of freight, and a promise is made of a very liberal reduction on immigrants' effects after March opens.

MR. FIELD, manager of the Winnipeg branch of the Ontario Bank, is shortly to be succeeded by Mr. Porter, who has been over two years in charge of the Bank's branch at Portage la Prairie. Mr. Field's loss will be regretted by a large circle of friends here.

ON Monday a meeting of the Board of Trade was held in the Board room. The meeting, after routine business had been gone through, was opened to the public, and Mr. C. N. Bell read an able paper on the Hudson's Bay and Straits, dealing with the matter first historically, and afterwards as to the resources of the country there, the navigability of the Bay and Straits and other points. As the whole paper will be printed in pamphlet form in a few days we refrain from giving any lengthy report.

AT the last annual meeting of the Western Canadian Loan and Savings Company, the portion of the report referring to the Winnipeg business, after eulogising the local manager, Mr. F. B. Ross, for the able conduct of the Company's affairs here, concludes with the statement: "I may further add, that the directors have every reason to feel satisfied with the business done in the Prairie Province." Such statements are strong proofs of the advantages offered in Manitoba for investing capitalists.

A MEETING of the citizens of Ortonville, Minnesota, was held on the 8th inst., at which the construction of a waterway from the head waters of the Mississippi to those of the Red River, by way of Big Stone Lake and Lake Trauus, was discussed, and a committee appointed to urge upon the Congressional representatives of Minnesota and Dakota the necessity for aid in the work from the Washington Government. The promoters of the scheme hope for a waterway from the Gulf of Mexico to the Hudson's Bay at no distant date.

amounted to that indicated above. To be sure the visible supply of wheat fell away 1,162,079 bus., but, on the other hand, the quantity of Indian corn in the country, out of farmers' hands increased 1,190,050 bus. within the same period. This leaves the aggregate visible supply of breadstuffs no better off than previously. Speculative trading here and at Chicago has been excited at times, but the total transactions have not exceeded an average. The domestic demand here has been fair. Millers at times have bought freely, but about the middle of the week they sold again at the advance, as they saw more money in deliveries of the grain than in its manufacture. The prop under the advance was largely due to sensational telegrams respecting alleged damage done to the winter wheat now in ground, backed feebly by continued moderate receipts at the west. But even these failed to hold prices, and in the absence of foreign demand, and weak cable quotations, they slowly but surely sagged away, though at the close recovering a little. Indian corn simply acted in sympathy. No special attention has been paid that cereal beyond a general agreement that its quality, except perhaps in Kansas, is below expectations. This, of course, will ultimately react on the market for hog products. Indeed, the course of prices of hogs and meats already indicates as much. Receipts have long been declining at western packing points. The estimated pack for the season, Nov. 1, '83 to March 1, '84, is half a million under that in 1882-83. Prices appear to be tending upward with an under current of strength, which means a dollar or two more per barrel for spot mess pork than is now paid. Members of the trade here look for a sharp deterioration in the quality of hogs received within a short time. Poor corn—that which has been frost-bitten—will not make fat pork. Meanwhile an additional boom is afforded by late cables from Paris that the government will, after all, do away with its restriction of the importation of hog products.

The Cincinnati estimate of the quantity of in wheat still farmers' hands is not generally accepted here, so far as I can learn. The report made is that 175,000,000 bus. remain in the country, behind primary markets, to which is added 35,000,000 bus. of wheat (or flour) in dealers' hands, thus indicating a supply of 210,000,000 bus. for the remainder of the year. The requirements are given at 126,000,000, and probable exports at 57,000,000 (including flour) thus promising to leave a surplus August 1 next, of 27,000,000 bus. Mr. Walker, the produce exchange statistician, figures this differently. He reckons 58,000,000 population in estimating consumption, and produces a long argument in support of his claim. On his basis we have exported 60,000,000 bus., and have remaining for shipment abroad only about 51,000,000 bus. Mr. Trafton, of the New York Produce Exchange Reporter, cuts this down to only 33,000,000 bus., in which he places special emphasis on the increased requirements of Canada, the West Indies and South America. To the relief of the bear party here, however, runs the New York *Millers' Journal* with a calculation in which it "roughly sketches the situation"

as having at least 90,000,000 bus. on hand which may be exported if required. This more than coincides with the *Price Current* of Cincinnati, first referred to.

But what do they all amount to beyond the boundary of "shrewd guesses?" The Cincinnati journal has partial reports as to stocks of wheat in farmers' hands—from men notoriously out of patience with the low price of wheat, and who are, where able, holding sturdily for "a spring advance." Does this indicate the possibility of obtaining data sufficiently comprehensive to warrant a reliable report for the whole country?

Merchants here appear to doubt it—while many of them may be disposed to think the figures "about correct." Mr. Walker's estimate of the population of the country in his calculations of "probable consumption" look large. Four years ago we had about 51,000,000 inhabitants—and quite as careful observers as any place the total probable population at 56,000,000. This will cut down the demand for home consumption as given by the New York *Produce Exchange Weekly*, and leaves more for sale abroad, or to meet "Canada's increased wants." The other calculations, after the manner of that from Cincinnati are mainly variations in opinion as to consumptive requirements at home—for none of them pretended even to any data as to farmers' stocks. Unless a radical improvement takes place in the foreign demand—and no sign indicates it—we are as likely to carry over 30 or 40 million bushels of wheat as we ever where—and on "the very short crop," too.

Considering the quantity of wheat awaiting shipment in Russia, the general prospects from India, Australia and elsewhere—with reference to supplying the British demand—a genuine short crop in 1885 would pay our farmers better than a large one.—*Northwestern Miller*.

Australia's Wheat Crop.

The recent season's yield in Australia is the best obtained for many years. The average per acre, which is expected to be nearly two-thirds more than the average of the past three years, has not been equalled since the area under crop reached 400,000 acres. The estimated average for the season is a little more than 14½ bus. per acre upon over a million acres, the highest average in 15 years, with the exception of 1876, when an average of 15.49 was obtained upon an area of 321,401 acres. The total wheat crop, amounting to 14,998,200 bus., is over two-thirds more than the annual return of the past two years, and over a third more than the greatest yield ever obtained in the colony, giving a surplus for export more than three times as great as that of last season. The volume of wheat this season is made up not alone from good yields in the districts which have been averaging well in past years, but also from a large area of good crops in districts which have during the last three or four years given very light returns. The loss upon the old districts amounts to about 750,000 bus. Notwithstanding this loss, the increased production in the northern districts is so great as to give the gross yield referred to above. The crop of the

previous season was 8,735,440 bus. from which was exported 2,364,168 bus. Of the new crop the usual allowance of 5½ bus. per head for a population of say 900,000 will require 4,950,000 bus., and for sowing next season an area of 1,100,000,000 acres, 1,650,000 bus. will be needed or a total for home requirements of 6,600,000 bus. Subtracting this quantity from the estimated total yield of 14,998,250 bus. leaves a surplus for export of 8,398,250 bus. Reckoning 37½ bus. to the ton, this gives a surplus to be exported in 1884 of 224,908 tons, or considerably more than three times the quantity exported in 1883. It is evident, therefore, that nothing short of a vigorous export business early in the season can prevent wheat from being a drug in the market toward the end of the year. In South Australia the prospects of the wheat harvest are daily growing brighter. The general average for the colony will reach 12 bus. per acre, and as a result of the season's wheat crop there will be a surplus available for export of 20,000,000 bus. equal to about 540,000 shipping tons, and valued at £5,000,000. Melbourne advices are that "breadstuffs have been in good request, but no large lines have changed hands, prices not allowing of export operations. New wheat has been coming down more freely, and good sales have been making at up to 4s. 3½d. The prices obtained at present do not allow of any export business being done, especially as the market at home is weak. Farmers must, however, be prepared to accept lower prices if any considerable portion of our surplus is to be exported at once, as should exports be delayed, prices at home may not be so firm as they are now, should shipments commence again from Russia and America after the winter."—*Northwestern Miller*.

Cast Iron Files.

A novelty in the shape of cast-iron files has recently been produced by Mr. A. Howell, Chicago. These files are said by many competent judges who have given them practical tests to be comparatively indestructible and to possess unusual hardness and wearing qualities. They are made substantially as follows: The blanks are first cast, care being taken that the castings be as smooth as possible, after which they are annealed, surfaced and cut. The files so cut are interlaid with materials rich in hydro-carbon, such as resin, petroleum, animal and vegetable carbon, etc., and hermetically sealed in flasks or chargers which are connected by an escape-pipe provided with a cock with a vessel from which the air has previously been exhausted. The air contained in the flasks holding the files mingles with the first vapors generated by the heat of the furnace, and these combined are allowed to pass off until the current so passing is entirely free from oxygen. The outlet is then closed and hermetically sealed and the connection with the exhausted vessels opened by means of the cock in the exhaust-vessel and are then stored until the temperature is sufficiently raised to cause the thorough saturation of the cast iron with the carbon, which is effected under a high pressure. With the completion of the saturation, the especial features of the manufacture are at an end.

The Commercial

WINNIPEG, FEBRUARY 20, 1884.

OUR NORTHERN WATER-STRETCHES.

In view of securing a northern outlet by the Hudson's Bay for the products of the Northwest, it is very necessary that the value of our northern water stretches should be kept steadily in view, and the earliest opportunity taken to improve them and make them more valuable as channels of traffic.

A glance at the map of North America shows that if ever the Hudson's Bay shore is to be utilized as a commercial seaboard, the numerous rivers that empty into the same, if they are navigable, must in time become highways of commerce to and from the Bay. Already we are aware of the value of the Red River and Lake Winnipeg, and before the days of railways here the former was the line of travel to and from the city of Winnipeg. But the traffic in those days would be nothing compared to what would be carried on in the event of an outlet by Hudson's Bay being secured. From Fargo and Moorhead, 200 miles south of this city, to Lake Winnipeg, there exists but two obstructions to navigation by craft drawing four to five feet of water. The first is at Goose Rapids, on the American side, and the other at St. Andrew's Rapids, a short distance north of Winnipeg. The clearing away of the former is comparatively an easy matter, and one that would entail but a small expenditure. In the event of the construction of a line of railway to the Hudson's Bay shore, there is no doubt but the work of removing the obstruction at the Goose Rapids will soon be accomplished. Already the people of Dakota and Minnesota have petitioned Congress through their representatives there for an appropriation for that purpose, and Congress, unlike our paternal Dominion Parliament, is apt to give heed to the requests of Northwestern pioneers. This very petition of our neighbors across the line is a strong proof not only of the practicability but the popularity there of the Hudson's Bay route.

But this move on the part of the Dakotans and Minnesotians should encourage people in Manitoba to follow a similar course. The work of removing the obstruction to navigation at St. Andrew's Rapids is no doubt a much greater undertaking than is necessary at the

Goose Rapids. But the end accomplished will in turn be much greater. It will not only make an unbroken channel of navigation from our Southern boundary to Lake Winnipeg, but it will secure the traffic from Dakota and Minnesota, which we should otherwise never participate in; and in conjunction with the proposed improvements on the American side would furnish a clear water route from 150 miles into United States territory to within 250 miles of the Hudson's Bay shores. To furnish a railway parallel with this route would require the construction of over 600 miles of line, or an expenditure of somewhere in the neighborhood of \$20,000,000, while the water route itself could be secured at about one-fiftieth of that cost. It is estimated that \$100,000 would be sufficient to improve Goose Rapids, and give a low water depth between Fargo and Winnipeg of not less than four-and-a-half feet. The different schemes suggested at St. Andrew's Rapids have different figures for cost, some being as low as \$100,000, and others as high as \$350,000. But allowing the intermediate estimate of \$250,000, there would be still \$50,000 left for dredging operations at the mouth of the river, before one fiftieth of the estimated cost of a railway would be reached. Such an improvement would allow vessels of from nine to ten feet draught to come up to Winnipeg, or in short vessels constructed so as to stand the fiercest storms of any of our American lakes.

Our chances of assistance in this work from the Dominion Government are not very great, if we are to judge by the present treatment of Manitoba, or from the fact that Sir Charles Tupper was approached on this subject before last session of Parliament, and although he made some nice promises to the Winnipeg delegation who waited upon him, not a cent was voted for the purpose. But the cost is not so great but a private company could undertake the work with a good hope of making it pay them. Nothing more than a provincial charter is needed for such a company, and under the avowed policy of Mr. Norquay's Government every encouragement should be given to the work. Could it only be accomplished in this manner, another step would be made towards freeing ourselves from this "Sugar plum for goody boy" policy which the Dominion Government pursue towards the Northwest.

MANITOBA'S TRANSPORTATION NECESSITIES.

A stranger in Ottawa during the past few weeks might be puzzled to decide whether the assemblage, now in session there, known as the House of Commons, were really a body of men elected to legislate for the benefit of the Dominion of Canada or a gathering of pilferers, wrangling over the division of the spoils dragged from the pockets of the taxpayers. Were that stranger of a cynical turn of mind he might picture Sir John and his followers as a powerful gang of brigands, holding a conference with a weaker, but not less unscrupulous band of robbers, over the division of booty, and while with his associates, making a pretence of respecting the weaker band's opinions as to the mode of division, in reality ignoring all interests but those of himself and his followers.

The most patriotic Canadian must feel a sense of national shame when he views calmly, and with his political prejudices laid aside, the unseemly squabble which the House of Commons has been engaged in since the opening of the present session. With the leaders of the party in power, the principal aim seems to be to look after the safety of the Canadian Pacific Railway Company, a corporation of their own creation, and on the success of which they lease their hopes. An opposition would, if possible, secure the ruin of the C.P.R.; and another wing of the same would play into the hands of the Grand Trunk Railway Co., and cure the railway monopoly of Canada by placing the whole Dominion in the hands of one corporation instead of two. While all this wrangling over the claims of railway corporations is going on, the province of Quebec makes its dishonest and loud demand for millions out of the public funds, to cover the extravagant squandering its legislators have carried on for years; and Manitoba, unheeded, asks for the addition of a stretch of territory, admittedly of no value to any other portion of the Dominion, and the securing of which would relieve the Ottawa Government of much responsibility, and a little expense also. Yet the acquisition of this valueless territory gives to Manitoba the key to her own rapid development, and unless it be that the Dominion Government wish to impede that as much as possible, there can be no valid reason for refusing the request of the province.

How the power of giving, vested in the Dominion Government, will be dispensed

is now pretty clearly foreshadowed. The Canadian Pacific advocates being strongest, have been first successful, and secured their full demands. Quebec has a powerful delegation in Parliament, and although the full robbery demands of that province may not be granted some concession must, no doubt, be made to them. What the share of Manitoba will amount to, there is little reason left for doubt upon. With its five members, and a majority of these looking more after a comfortable appointment for themselves than the interests of the province, Manitoba is not worth the trouble of conciliation. Such a policy may seem convenient for the Dominion Government at present, but assuredly it is a short-sighted and foolish one, not to mention its injustice and tyranny.

It may reasonably be asked if the Government of Sir John ever seriously consider what will be the transportation demands of the Northwest within four years from the present date. The figures quoted by Mr. A. W. Ross in his recent and much criticised speech, so industriously circulated from Ottawa, would indicate that they are not in total ignorance upon the subject, and if we only follow up a similar line of reasoning, their knowledge of our wants and apathy towards the same seem unpardonable.

For a basis, we will say that 30,000 farmers are now settled in the Northwest; an estimate far below the actual facts. It is a low estimate, when we say that four years from now each of these 30,000 farmers will furnish for export the products of forty acres over and above what is wanted for home demands. At twenty bushels an acre, the quantity of wheat thus available for export would be 24,000,000, or 48,000 car loads of 500 bushels each, more than the single line of the C. P. R. could ever hope to carry east, and attend to other necessary traffic. For ocean traffic this product would furnish cargoes for 296 vessels, each carrying 2,500 tons of grain, or almost two vessels for every day that navigation is open at Montreal. It is plain, therefore, that without a single new settler coming to the Northwest in four years, the country must produce more grain than the provided, or contemplated railway facilities of the Dominion can carry to a seaport.

And now comes the question of how the present Government's policy will meet the demands of the Northwest. A southern outlet they persistently close for twenty

years by their monopoly arrangements; and when the people of Manitoba ask for the power to secure for themselves an outlet by the North, they are switched-off with the promise of an expedition, to extend over a number of years, to ascertain the feasibility or non-feasibility of a route, which the mariners of 200 years ago demonstrated as feasible beyond a doubt. Such a promise can only be looked upon as a dishonest subterfuge, and deserves to be treated as such.

Look at the present Northwestern policy of Sir John's Government what way we will, and we are compelled to characterize it in the draught player's language of a block game. How that block is to be removed, the people of Manitoba may have more to say than will be pleasant to our Ottawa rulers, and the course they may pursue may not be more agreeable. THE COMMERCIAL disclaims any connection with alarmists, and considers the rumors of rebellion and fenian invasion now in circulation as absurd, especially the latter. Yet the people of Manitoba never were so united as they now are upon the demands which our Premier has failed to find favor for at Ottawa. The just demands of a united people cannot be treated with contempt as they have been at Ottawa, without danger of rash action on the part of the people so treated. That the action of the people of this province will now be united and determined is certain, and if it is free from any rash step, their own wisdom will be entitled to the credit of it, and not any good judgment on the part of the Dominion Government.

TORREN'S LAND LAW AND FARMERS' BANKING.

An effort is to be made this session to get a bill passed by the Manitoba Legislature, embodying the principles of the Torren's system of land transfer, which means simply a system of transfer by registered certificate, which will obviate all the delay, uncertainty and unsafety connected with the present indispensable search of title and other cumbersome details of land transfer.

While every lover of true progress must wish the measure success, there are few who have attempted to estimate the utility that could be made of such a system outside of the simplicity it would introduce in changes of land ownership. One of the widest fields of usefulness for the Torren's system would be found in the facilities it affords for making land a

basis for financial operations. At present the expense of securing a loan on landed property prevents many a man from placing himself out of temporary financial difficulties, while the trouble and annoyance necessary to prove titles absolute, and safe to make advances on, places business of that class beyond the reach of ordinary banks, and relegates it to loan companies, whose business is, as a rule, confined to making loans on long time, and for a term of years if possible.

By the Torren's system of registration of titles a land owner can carry his certificate of absolute ownership in his pocket, and find it as useful for borrowing purposes as a warehouse certificate for grain or other staple merchandise. A loan for a few weeks even could be secured from a bank by lodging the certificate as collateral, for without its possession he is unable to make any transfer of the land it gives him a clear title to. During the past six months complaints from banks have not been few, to the effect that no safe system of security on which to advance was now in existence in the Northwest, outside of the ordinary range of legitimate commercial paper, and the very limited field furnished by goods in warehouse. The Torren's land certificates would furnish an absolutely safe basis, and at the same time relieve land from the position of a chest in which funds can be locked up in a manner beyond negotiation. Everything that will serve as a basis of finance must be pressed into service in a new country like the Northwest; and there is no reason why our rich lands, from which we expect to reap our wealth, should be made an exception, and much less reliable securities taken advantage of.

In these suggestions we come close up, on the pet financial scheme of Dr. Orton, M.P., which is to make the value of the real estate of the country a basis for the capital of banks, instead of trusting to the paid-up capital of banking corporations for financial resources. We do not attempt to condemn the Doctor's financial ideas in toto, but with the Torren's system in force the necessity for such banks would cease. The funds of the capitalist will find the safest investment, just as surely as water will find its level, and none safer can be found than in land, especially when its transfer can be made on a moment's notice, or at least as easily as shares in any joint stock company.

With the Torren's system in force the land owner, and especially the farmer, would become his own financier, instead of being often obliged to the local trader for extended credit, or begging from a neighboring money lender to meet pressing demands. His land, in which the great bulk of his capital is sunk, would then become a source of financial strength and independence, and a collateral on which he could fall back at a moment's notice for relief from any temporary pressure.

WINNIPEG MONEY MARKET.

There has been a feeling of monotony connected with the money market of the city during the past week. Banks have had no difficulty in supplying all the demands for commercial discounts, and no doubt could have given attention to more than reached them. Even the part renewals from good indorsers were not unwelcome. On the other hand loans have been refused in most cases, and paper, bearing the taint of accommodation, has great difficulty in being discounted even at the fixed rate of 12 per cent. Good commercial paper is still acceptable at from 8 to 10 per cent., and ordinary is received at from 1 to 2 per cent. above this latter figure. The small amount of money in circulation at present makes a tight feeling in the city, but with the commencement of railway construction the circulation is expected to increase greatly. Loans on real estate have not been numerous, but are easily obtained on good improved property. A few cases of foreclosure for loans made in boom days are going on, but the number is very small compared with what might be expected. Rates of interest still range from 8 to 10 per cent., very few loans being made at the latter figure. Altogether, the money market is in a lifeless, although safe state at present.

WINNIPEG WHOLESALE TRADE.

The state of the wholesale trade of the city has changed very little since our last issue, and matters are still in an undecided state. Some few houses have placed their travellers on the road during the past week, and have shown more of a disposition to push matters. Still, a great number of others hold to their cautious policy, and are determined to wait until the immediate demands of the country necessitate their sending out representatives. In this course some of their best customers concur, and believe in its wisdom. The scare cause by last year's overstocking make both wholesalers and retailers anxious to avoid a similar, and others of a more sanguine opinion believe that this policy may be carried too far, that in the event of an early spring setting in, which is not at all unlikely after the steady winter we have had, the country would be found quite short in many lines of staple goods. This argument is usually met by its opponents with the statement that it is better to err on the safe side. There is certainly some encouragement to extend operations at present, as, during the week, trade in the country has livened up not a little, while the city trade has held very quiet, and promises to until the advance of the season starts it. The most cautious of the wholesalers believe that a good average and safe trade will be done for spring, but are determined to hold off until the demand forces them to advance. A few insolvencies in far western points during the week has shaken them a little; but these have occurred where trade depended, during the winter, upon the work of railway extension, and as that has not been carried on during the past season, these insolvencies are not to be wondered at. With the prospect of active construction on the C. P. R. being resumed soon, matters in the far western points will no doubt

improve rapidly. On the whole the week has shown a slight improvement in trade, and a steady improvement during the current week is expected.

AGRICULTURAL MACHINERY.

In this branch of trade very little is being done in the way of sales, the season not having opened up yet, and the rather hard experience of last year make farmers cautious about incurring any fresh obligations. Still, active preparations are being made by houses here, and a good season's trade is confidently expected by all. Importations may not be so heavy as last year, owing to the quantity of machinery that was rushed into the country before the increased tariff of last year went into force, and a considerable share of this is still in stock. Collections are reported still rather irregular, but as good as could be expected under the circumstances.

HOOTS AND SHOES.

There has been a slight improvement in the state of trade in this line during the week, and wholesalers speak a little more hopefully. Still business is slow, and is expected to remain so until March opens up. Collections are reported fair, and might be considered good but for two insolvencies that have been felt in the trade during the week.

CLOTHING.

In this line the report of the past week is rather a mixed one. Some houses complain a little, while others report an improvement. The city trade is still very quiet, and the improvement that has taken place has been altogether in the country, some points having shown considerable life. Collections have not been too good since the fourth of the month, but cannot be considered bad under the circumstances.

CROCKERY AND GLASSWARE.

In this line business is down to supplying immediate demands for the most staple goods, and these demands are not very heavy. In fancy lines nothing is doing, but a general improvement is looked for with the opening of March.

DRY GOODS.

From this branch of trade the report of the past week is rather hopeful. There has been only a slight improvement in sales, but hopes of a good spring trade have risen much during the week. Some more travellers have gone out and the whole force will be out in a few days. Orders, so far, show cautious buying on the part of retailers, and are, as a rule, much lighter than those of a year ago. Collections are reported fairly good and inclined to keep improving. Altogether, the report of the week is an encouraging one.

DRUGS AND CHEMICALS.

There is very little change in the state of trade in this line, everything moving in a steady but rather slow manner.

FANCY GOODS AND SMALL WARES.

This is the slow time of year in this line of business; still, the report of the week shows trade in a better state than could be expected. Fancy lines are not much in demand, and will not be for a month or so, but staples are selling with considerable freedom. The report as to collections is quite an encouraging one.

FISH AND POULTRY.

The fish trade of the past week has not been quite so one-sided as it was the previous one. The tons of jack fish which were coming into market daily have fallen off greatly, and only an occasional load is now to be seen there. The city is thoroughly stocked, however, and while cold weather lasts dealers find no difficulty in storage. The price of jack is now about 3c, with occasionally a lot at 2½c. Lake Superior trout are still worth 7c. Poultry is still too scarce in town to admit of wholesale quotations.

FRUIT.

A fair and steady business has been done in this line during the week, and there has been almost no change in prices. Lemons alone having made an advance to \$1. a box. There is quite a scarcity of lemons and some other fresh fruits at present, but the fact that several car loads of these are expected to arrive at any time, keeps the price from rising. Quotations are: Lemons, \$7 to \$7.50; Valencia oranges, \$12 to \$12.50 per case. Malaga grapes, \$9.50 to \$10.50 per box; apples, \$7 to \$7.50; figs in boxes, 12c per lb.; Klona layers at 10c; Peanuts are the only variety of nuts in the market, and these are quoted still 20c per lb. Raisins are quoted: loose muscatel \$3.25; black baskets \$4.40; dates sell at 10c per lb.

FUEL.

There has been no change in the price of coal during the week, although a great falling-off in the demand has taken place. Anthracite still sells at \$14; bituminous at \$13; and Saskatchewan lignite at \$10 delivered. Good dry tamarac wood sells from \$4.50 to \$4.75 and poplar ranges from \$3 to \$4. The demand has fallen off greatly during the week.

FURNITURE.

Business in this line is still in a slow state, and no improvement is looked for for some weeks to come.

GROCERIES.

Groceries in this staple branch has been ordinarily good during the week, although a few complaints have been heard. The city trade has not been lively, but from the country orders have been reasonably heavy. There have been few changes in prices, although in sugars the feeling is now much easier, owing to general consignments having reached the city during the week. Tens have advanced very much during the week in the east, and have been firm here in consequence. The advance in the Montreal market has been at least 20 per cent. during the past two weeks, and although a similar rise has not taken place here prices must soon advance to correspond. Coffees hold about the same in price. Quotations are as follows: Sugars—Yellow 0½ to 10c; granulated 10½ to 11½; Paris lumps 12c; Coffees 15 to 18c for Rios; 22 to 27c for Javas; teas—Japan 20 to 45c, Moyuno gunpowders 30 to 75c; Young Hyson 25 to 70c; new season Congous 24 to 55c; last season's do 18c to 35c. Tobaccos have advanced—Prince of Wales is quoted at 30c to 40c per lb.; Myrtle Navy \$10 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

The following were the receipts and shipments here for the week ending Feb. 19:

	Received.	Shipped.
Wheat, bush.....	266,500	53,500
Flour, brls.....	4,000	64,533
Millstuff, tons.....	131	1,665

The wheat in store in Minneapolis elevators (including the transfer) on Wednesday, showed an increase of 186,000 bus. over the preceding week. One elevator showed a loss of 110,000 bus., and another a gain of nearly 300,000 bus. The stock at St. Paul fell off 5,000 bus. The following table exhibits the local stock, as well as that at St. Paul and Duluth:

MINNEAPOLIS.			
	Feb. 20.	Feb. 13.	
In elevators, bus. ..	2,890,000	2,704,000	
In mills	400,000	370,000	
Total	3,290,000	3,074,000	
ST. PAUL.			
In elevators, bus. ..	1,185,000	1,190,000	
DULUTH.			
	Feb. 19.	Feb. 12.	
In elevators, bus. ..	2,400,513	2,390,000	
Afloat	262,403	262,400	
Total	2,662,916	2,652,400	

The grain markets have not been very active the past week, but wheat has been stronger at times and closed quite firm at about opening figures. Receipts have been fair and shipments light. Coarse grains have been firm but quiet.

No. 2 corn closed at 60; No. 2 oats at 32c; No. 3 extra barley at 55c and rye at 50c to 53c.

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.....	\$1.01 ..	\$1.00 ..	\$1.00½
" 2 "	97 ..	96 ..	96
" 1 northern..	92½ ..	92 ..	92
" 2 "	87 ..	86 ..	86

No. 1 hard for May opened at \$1.06 and closed at \$1.06½. No. 2 hard for May opened and closed at \$1.01.

MILLSTUFF.—Bran and shorts have been easy and in light demand closing at about \$12 per ton in bulk, for bran, and \$12.25 for shorts.

FLOUR.—The market shows encouraging signs of improvement, not only at home but abroad, and is pronounced firmer by all millers, though the advance reported is not large. There is a better feeling on all sides, and as previous experience has shown that an upward turn brings a rush of orders, an early boom is anticipated. The chief improvement thus far is in patents and bakers'. Quotations at the mills are as follows:

Patents, \$5.90 to 6.25; straights, \$5.25 to 5.50; first bakers', \$4.70 to 5.00; second bakers', \$4.30 to 4.50; best low grades, \$2.25 to 2.55; red dog, \$1.85 to 2.25.—Northwestern Miller.

CHICAGO.

The grain markets for the past week have been nervous and unsettled, trading being chiefly of a local character. On Monday the market opened ½c lower, and was easy, but soon developed strength, advancing ½c under the influence of local muscle, but towards noon the market suddenly declined 1½c, the impression

prevailing that the Longs were selling freely. Provisions, corn and oats in sympathy with wheat, and receipts larger. Quotations towards the close were:

	Feb., \$0.93½	Mar., \$0.95
Wheat.....	53½	54½
Corn.....	32½	32½
Oats.....	17.90	17.95
Pork.....	9.75	9.80

On Tuesday, under the influence of free-buying early, together with the report of colder weather in the Northwest, the grain markets advanced slightly. Quotations towards the close were:

	Feb., \$0.93½	Mar., \$0.95½
Wheat.....	53½	54½
Corn.....	32½	32½
Oats.....	17.60	17.50
Pork.....	9.55	9.60

On Wednesday wheat was unsettled and lower; buyers yesterday were sellers to-day. Foreign advices quoting dull markets, hog products were lower under free offerings. Quotations towards the close were:

	Feb., \$0.92½	Mar., \$0.94½
Wheat.....	53½	53½
Corn.....	32½	32½
Oats.....	17.30	17.32½
Pork.....	9.45	9.50

On Thursday the wheat market opened firm and advanced ½ to ¾ under the influence of shorts, wanting to cover on account of to-morrow being a holiday, but the advance was lost. Quotations towards the close were:

	Feb., \$0.92	Mar., \$0.93½
Wheat.....	52½	53
Corn.....	32	32½
Oats.....	17.70	17.85
Pork.....	9.60	9.75

On Saturday the grain markets were quiet and prices unchanged. Pork and lard firm. Quotations towards the close were:

	Feb., \$0.92	Mar., \$0.93½
Wheat.....	52½	53
Corn.....	32	32½
Oats.....	17.75	17.90
Pork.....	9.60	9.95

TORONTO.

STOCKS.

The market during the week has shown considerable strength, with a further appreciation in values. On Wednesday closing bids, as compared with the week previous were:

	Feb. 13.	Feb. 20.
Montreal	182½ ..	184
Ontario	100½ ..	100½
Molson's	114½ ..	114
Toronto	173 ..	174½
Merchants	110½ ..	112
Commerce.....	119½ ..	121
Imperial.....	128 ..	131
Federal.....	128½ ..	136½
Dominion.....	190 ..	193½
Standard.....	110½ ..	113½
Hamilton	114 ..	114
North-west Land.....	60 ..	61

GRAIN AND PRODUCE.

A very quiet feeling has existed in this market during the week; offerings have been light, and holders have not been inclined to push sales, prices consequently have been fairly well maintained, but as buyers have not been anxious to operate, there has been no improvement, in fact the feeling at the close was easier in sympathy with outside markets. The stocks in store are on the increase, and on Monday were as follows: Flour, 625 bbls.; fall wheat, 68,787 bush.; spring wheat, 70,802 bush.; oats, nil bush.; barley, 196,307 bush.; peas, 32,425 bush.; rye,

nil; against on the corresponding date last year; flour 3,275 bbls.; fall wheat, 249,000 bush.; spring wheat, 112,799 bush.; oats, 2,061 bush.; barley, 121,700 bush.; peas, 11,118 bush.; rye, 6,667 bush.

WHEAT

has been scarce and offerings readily taken; the feeling at the close seemed rather easy, with the tendency of the market downwards. Quotations are: No. 2 Fall was wanted at \$1.08; No. 2 Spring sold at \$1.09, and goose at 82c to 84c.

OATS

have been steady and values unchanged. Sales were made at 34c; street prices have been very good at from 36c to 38c.

BARLEY.

The market closed quiet and easy, with lower prices offered: No. 2 offered at 67c; extra No. 3 quiet and dull and closing at 52c.

PEAS.

No change in values with but little doing; No. 2, sold at 74c; No. 3, 70c.

RYE.

Little or nothing doing, and values about 62c either for cars or on the street.

FLOUR.

Market closed unchanged with no movement reported. Any sales made have been sales of uninspected lots. Quotations are: superior extra, \$5.10; and about \$4.75 for extra.

POTATOES,

With large receipts the market has ruled easier, car lots selling at 65c, and street offerings at 80c to 85c per bag.

BUTTER.

Scarcely any change in this market this week. Choice has been in rather better supply, but all offerings have been readily taken at from 18c to 20c; medium has been totally neglected, and no demand for shipment; inferior was occasionally sold to bakers at 12½c to 14c, but very little has changed hands. Stocks of the two latter grades are large. Box lots of rolls readily taken at from 16c to 18c, according to quality; street receipts increasing. Good pound rolls steady at 22c to 24c; and crocks at 18c to 17c for fine.

EGGS.

With larger receipts prices have receded considerably, closing at 30c for really fresh, whether in lots or on the street, with still lower prices expected.

CHEESE

Stocks light and prices tending upwards. Small lots of fine bringing 13½c to 14c; none of the lower grades offered.

PORK.

Several sales of small lots have been made. Rates from \$19 to \$20, closing weak with plenty of sellers.

BACON.

Quiet but firm. Car lots of long clear have been wanted at 10c, but holders not inclined to sell. Small lots of long clear sold at 10½c; Cumberland, 9½c; rolls, slow sale at 11c½ to 12c; and bellies at 13c.

HAMS.

Market quiet, with no change in prices; small lots of smoked bringing 13½c.

LARD.

Unchanged. No movement in round lots reported. Small lots steady at 12½c to 13c.

APPLES.

Receipts small and prices steady. Car lots would bring \$3.25; street receipts quoted at \$2.75 to \$3.50 according to quality.

POULTRY.

A few box lots have sold at 12c to 13c per pound for turkeys, and 10c for geese. Street receipts light and readily taken, with fowls at 60c to 70c, and ducks 75c to \$1 per pair; geese, 75c to \$1 each; turkeys from 90c to \$1.10.

SUNDRIES.

Dried apples 8½ to 9½; oatmeal, per 136 lbs, \$4 to \$4.10; corn meal, small lots, \$3.40 to \$3.50.

An Assignee's Modest Account.

People in the Northwest have experienced during the past year quite an amount of trouble, annoyance and loss in winding-up the affairs of insolvents, and are prepared to bear in that way until some bankruptcy legislation is put in force. But the most unique piece of improvidence in that line, yet heard of, is furnished by the following account, a copy of which, accompanied by a solicitor's letter demanding payment of the balance due the assignee, has been received by each of the Winnipeg creditors of the late John Angus & Co., of Emerson:

Estate JOHN ANGUS & Co.,	
In account with H. G. EVANS, Trustee.	
To 11 days' trusteeship, previous to 1st meeting of creditors at \$10	\$110 00
To 255 days' trusteeship previous to 1st meeting of creditors at \$2.50	712 50
To clerk and guardian carrying on business	55 00
To advertising account, \$65.20; postage account, \$5.00; telegraph account, \$2.75	72 95
To expenses to Winnipeg re chattel mortgage (2 trips)	13 00
To paid rent to May 27th	250 00
To paid rent since May 27th. in order to test validity of mortgages	166 65
CR.	
By cash sales until closing, \$160; collected on accounts, \$17.75	177 75
By cash received for balance of stock after mortgage goods removed	255 00
Balance due trustee	917 35
	<hr/>
	\$1,380 10 \$1,380 10
To bal. due trustee as above	\$917 35

Mr. H. G. Evans no doubt feels himself much aggrieved by being \$917.35 out of pocket, and in his chagrin he reminds one of the poorly paid sexton of a Scotch kirk, who, to help up his salary made a habit of abstracting half a crown from the collection box every Sunday. One wild, blustering Sunday, however, when the attendance was very slim at the kirk, and the whole collection amounted to only two shillings, the worthy sexton pocketed the entire collection. On being asked by an inquisitive elder what had become of the Jay's collection, he replied with a grunt: "Collection be hanged; I am just sixpence out o' pocke: wi' ye."

When we get a bankrupt law in Canada, if Mr. Evans is not appointed an official assignee, it will not be for want of ability to make up a good bill of costs.

Montreal Weekly Stock Review.

The Montreal Stock Market has been characterized by a very strong tone during the week. Bank shares have steadily advanced, and the feeling exists, if nothing exceptional happens in the way of suspension, they will go still higher. Bank of Montreal has gone up 3½; Toronto, 6; Federal, 8; Commerce, 3½; and Merchants', 3½. Miscellaneous securities are also several points higher. City Gas taking the lead and advancing 6. City Passenger, Richelieu, and Montreal Telegraph have also improved 3 per cent, each with a tendency to advance further. There is no change in cotton stocks, but there is no doubt they will find purchasers at higher prices ere long, as the mills generally are doing much better than for some time past. Money was never more plentiful in banks or in the hands of companies and private capitalists than at present. Rates, therefore, keep very moderate and are likely to remain so, there being no demand for it. Its business is very stagnant and without any near prospect of a return to activity. There is a little more disposition to invest than for a length of time, but bona fide buyers are comparatively still few and far between. It is evident, however, that confidence in the stock market is returning, and when the House of Commons settles the Canadian Pacific loan, there is every chance of a moderate boom. The coming into the country of twenty-two-and-a-half millions of dollars should have a reviving influence on everything, as it will chiefly be spent in the Dominion.

Trade Fictions.

The fictions of trade are numerous, and are by no means the least singular of its characteristics. Thousands upon thousands of articles are dealt in and pass current among dealers, who thus sanction the lie they bear upon their face, although able to controvert its every statement. The dealer contracts with his local packer for Chicago hams and lard, and straightway they are delivered at his door labelled Chicago, though packed and cured in some suburb of his own city; French Mustard, Crosse & Blackwell pickles, and genuine Worcestershire sauce are put up in every city in the Union; French sardines are packed in Maine; Russian caviar is prepared in large quantities in Salem, N. J.; and Hollander herring no longer exclusively derived from the land of Scheldt; Sardelles may be put up anywhere, and resembles nothing else than old fish bait done over. The list is susceptible of continuance almost to infinity, as there is not an article which achieves popularity, or a brand which is not seized upon by the trade and counterfeited, so as to profit by the high reputation the genuine article may have won. The protest against this petty form of fraud should come from the consumer, he being the real sufferer, being made to pay for an imitation brand the full price at which the genuine article is sold; while the difference in quality and consequently in value is quite marked, as that between a genuine coin and the base metal of its counterfeit. There are several reasons why the consumer does not avail himself of his prerogative of protest—one of which is that he

does not suspect the trick until it is too late to return the goods, and the pettiness of his purchase would invest a complaint with an appearance of meanness, and rather than to appear in so unpleasant a light he suffers the injustice and changes his grocer. The manufacturer turns out the goods frequently to actual order, and the dealer who orders them does so in deference to the requirements of his trade; as the retailer will not pay the price demanded for the genuine article while he can obtain the spurious at a figure so much smaller to swell his profits.—*California Grocer.*

The Wheat Supply.

Trafton's circular says: The supply of wheat in farmers' hands in the Atlantic and Pacific States is approximately 118,000,000 bus.; do. in private elevators, granaries, mills, also flour (reduced to wheat) is about 47,000,000 bus., and the visible supply is 35,000,000 which together make an aggregate of 200,000,000 bus., and we think this a liberal estimate. In estimating the imperative requirements that we must meet, we add the tropical, the South American, and Canadian wants to those for domestic consumption, and we find the aggregate is not less than 27,000,000 bus. per month, which multiplied by six gives a total of 162,000,000 but which deducted from 200,000,000 bus. as above, leaves a balance of 38,000,000 bus., and consequently we have very little left for European markets, but should the growing crop escape injury, we should doubtless have liberal supplies of it in July. The wants of Canada this year are of more importance than most dealers suppose. The shortage in weight is equivalent to a deduction of 35,000,000 bus. to 40,000,000 bus. from the 420,000,000 bus. estimate made in Washington. The port stocks in the United Kingdom are reported poor in quality, as much of the wheat on sale in the Provincial markets there, while the difficulty of getting good, fine, full weight grain here our millers find to be increasing as the season progresses. As only one-half of the cereal year has passed away, there seems to be a fair prospect that during the remaining half there will be a continuously increasing scarcity of good milling grain.

Hindoo Papers.

Nepaul claims to have the smallest paper in the world, issued monthly, but they are evidently not acquainted with the amateur press of America.

The name of the government gazette of the Royal Palace of Bangkok, Buddhistice in teaching, and sent only to the officials in the capital and provinces, strikes one as good to sneeze by—*Rach-kech-chaum-bake-sah.*

BRANDON.

Business has been very quiet. On account of the bad weather little wheat has been marketed.

A grand meeting of the Farmers' Union is called for the 26th inst., when the unsuccessful delegates to Ottawa will address the meeting.

The only business change of the week is the dissolution of the firm of Bouché & Hudon, builders. The business will be continued by T. D. Bouché.

PORTAGE LA PRAIRIE.

Mr. Wm. Lyons contemplates building a fine hotel in the vicinity of the M. and N. W. depot.

J. B. Powtress has sold his stationery business to Thos. Todhunter, who has opened out a few doors further south.

Mr. D. Johnson, of the oatmeal mill, is advertising for tenders for material to build a flouring mill at Qu'Appelle.

Mr. Theo. Coulter, from the West of England, has taken out a license as auctioneer, valuator and general estate agent.

The oatmeal mill is doing an extensive business. Last Tuesday it turned out one hundred and eight sacks in five hours, or a little better than one ton per hour.

Mr. John Tucker, who has for the past three years represented Wesbrock & Fairchild in this place, has been appointed agent at Virden in the interest of John Elliot & Son.

EMERSON.

Messrs. Robert Carney and G. F. Baldwin left last Monday for British Columbia.

It is confidently expected that the Fargo Southern Railway will be extended to Pembina and Emerson by next fall.

Messrs. Hepburn & Irwin, bankers, have, it is understood, been appointed financial agents by the Council to effect the sale of the debentures.

Mr. N. Dure, last week, sold to Mr. Fisher a quarter section, about four miles east of the city for \$1,700. The improvements on the place consist of a house and about fifty acres of land broke. Mr. Dure paid \$800 for the place three years ago.

Jacob Y. Shantz, of Berlin, Ont., spent a few days in town this week, a guest at the Carney House. Mr. Shantz has been buying grain in the Mennonite settlement, and purchased altogether 243,500 bushels of wheat and 20,000 bushels of flax. The price paid for the wheat ranged from 60c to 75c per bushel. The Mennonites have retained 100,000 bushels for seed.

A serious evil, which has a most distressing effect upon business in Emerson, is the seeming drowsiness of the Customs officers in regard to the everyday smuggling going on between this point and Pembina and St. Vincent. Our merchants complain bitterly, and they have the undeniable right to demand that immediate steps should be taken to protect their interests and punish the guilty parties. An officer should be permanently stationed at the boundary line, and there is no doubt but that the Government, as well as the people of Emerson, would greatly benefit by the enforcement of the law. Our merchants are unable to keep alive when they are obliged to pay duty on all their goods where their legitimate customers can get them across the line at American prices. The attention of the Customs authorities is respectfully and earnestly called to the above-mentioned facts. One good and severe example would be enough to stop the abuse.

Trade in the United States.

The general merchandise movement throughout the country during the past week ending

Feb. 15th, as reported in special telegrams to *Broadstreet's* can hardly be regarded as an improvement upon that of the week preceding. While the distribution of staples in several lines has gained at some points and pronounced better at various general markets, the drawbacks due to the absence of demand from the Ohio valley and tributary regions have quite counter-balanced the same. Moreover the dry goods, grocery, and other leading lines at the east which supply the districts, where the water has wrought so much ruin, have found reduced sales. The past week has brought the gratifying intelligence that the waters are at last subsiding, but the full meaning of their work will not be known for some days. Fortunately the loss of life has been relatively small, but of property destroyed and business prevented owing to loss and delays, the details for estimates are wanting. The towns on the lower Ohio and Mississippi rivers, anxious to know their fates, are preparing for the coming of the waters. The industrial situation is practically unchanged. Wheat is about 1½c higher, due to crop scares, manipulation by the bulls, and a general recognition of the shortness of supplies of No. 2 red. In the country, interior millers are paying New York prices for good grain, and home demands are making heavy inroads into visible supplies without further aid from exporters. Receipts at primary markets are also diminished, although due, perhaps, in part to the bad condition of the country roads. Indian corn sympathized, and has advanced ¾ to 2½c. In provisions prices rose sharply. Hogs are coming forward more slowly than was expected, and the demand is active. The packers appear to control the situation, and already see a good round profit for the products. Manipulation has been at the bottom of it, as the export demand has not been active. Pig iron at New York has been in better request, and a noteworthy total of sales has been made. The renewed inquiry is conspicuous. Anthracite is only moderately active. Ocean freights are dull and low. Petroleum has been jumped upon by the combined influence of a reported heavily flowing well (Porter No. 5), and by the manipulatory influence of the consolidated refining interests which arbitrarily reduced refined below all precedent, considering the condition of the export market, and, as is supposed, for speculative effect. Explanation has been made that this action was taken to coerce opposition refiners who are said to have been underselling the market; but this is not satisfactory to disinterested parties.—*Mail*.

Coffee, Spice & Vinegar Works

Special Attention given to
**ROASTING AND GRINDING
COFFEES.**

C. H. GIRDLESTONE, Proprietor,
30 Owen St., WINNIPEG.

S. GREENSHIELDS, SON & CO.,

Wholesale Dry Goods,

McGoun & McArthur, Agents.

THOMAS MAY & CO.,

Millinery and Fancy Dry Goods,

Novelties received fortnightly throughout the year.

McGoun & McArthur, Agents.

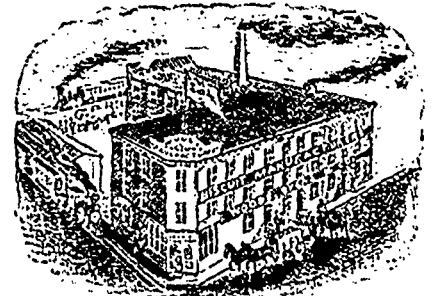
GOCHRANE, CASSILS & CO.,

Manufacturers of Boots and Shoes,

McGoun & McArthur, Agents.

SAMPLE ROOMS, Nos. 1 and 2 Donaldson Block,

343 Main Street, **Winnipeg.**



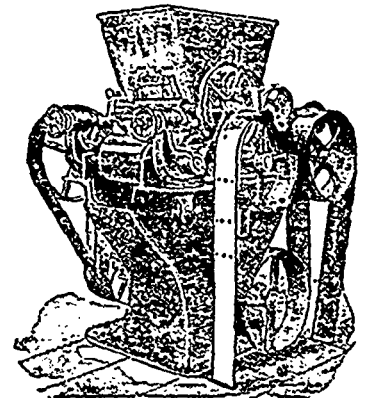
Manufacturers of

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

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

WOODS, OVENS & CO.,

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



Send for Illustrated Catalogue

—OF—

W. D. GRAY'S

(Of Milwaukee, Wis.)

PATENT NOISELESS

ROLLER MILLS,

As used in the system of milling by
GRADUAL REDUCTION.

Manufactured exclusively in Canada by

MILLER BROS. & MITCHELL,

Machinists and Millwrights,

MONTREAL.

Manitoba Mortgage & Investment Co
(LIMITED.)

CAPITAL \$2,500,000
LOCAL ADVISORY BOARD.

Hon. C. P. Brown, M. P., Minister of Public Works.
C. Sweeny, Esq., Manager, Bank of Montreal, Winnipeg.
A. F. Eden, Esq., Land Commissioner of the Manitoba
and Northwestern Railway Company, Winnipeg.
A. W. Ross, Esq., M. P.
R. H. Hunter, Esq., Winnipeg.
W. Hespeler, Esq., German Consul, Winnipeg.

This Company has been formed expressly for the purpose of lending money on the security of Real Estate in Manitoba. Advances made on the security of farm and city property at lowest current rates.

OFFICES: Hargrave Block, Main Street.

H. R. MORTON

ROSS, KILGAM & HAGGART, Solicitors. Manager.

MONEY TO LEND.

MORTGAGES & DEBENTURES PURCHASED.

Western Canada Loan & Savings Co.

HEAD OFFICE, TORONTO, WALTER S. LEE, Manager.

WINNIPEG BRANCH, - 373 Main Street,

F. B. ROSS,
Manager Winnipeg Branch.

MONEY TO LOAN.

\$100,000

To lend at Lowest Current Rates.

Apply

A. MACNAB & SON;

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

OSLER & HAMMOND,
TORONTO.

(Members Toronto Stock Exchange.)

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And dealers in Railway and Municipal

DEBENTURES.

Correspondence Invited.

E. B. OSLER. H. C. HAMMOND.

HENRY PELLATT. HENRY MILL PELLATT.

Pellatt & Pellatt,

STOCK BROKERS,

46 KING ST. EAST, TORONTO.

Members Toronto Stock Exchange.

HUDSON BAY CO'S SHARES, ETC

Bought and Sold for cash or on margin.

ORDERS BY LETTER OR TELEGRAPH
Receive prompt attention.

W. H. BURN,

CUSTOM BROKER,

Agent Dominion Line Steamers, Liverpool; The J. H. Stone Manufacturing Company; L. Black & Co., Detroit.

OFFICE ROOM, 2 McARTHUR BLOCK,

P.O. Box 68.

WINNIPEG.

JOHN HAFFNER,
Wholesale Produce & Commission Merchant

SOLE AGENT FOR THE CANADIAN NORTHWEST FOR THE

DOMINION ORGAN AND PIANO CO., OF BOWMANVILLE, ONT.

AGENTS WANTED THROUGHOUT THE WEST.

P.O. Box 359 Office: Ontario Bank Building, Winnipeg.

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,
1st Passage Tickets Granted.

Goldie & McCullough's Safes and Vault Doors

MONEY TO LOAN.

OFFICE: - McArthur Block, cor. Post Office and Main
Sts., next door to Federal Bank,

WINNIPEG.

L.D. & HOOPER, DEALERS IN MONUMENTS, HEAD
stones, Mantle Pieces, Grates, etc. Special designs fur-
nished on application Main St., Winnipeg.

WINNIPEG FURNITURE AND UNDERTAKING HOUSE

M. HUGHES,

Dealer in

HOUSEHOLD AND OFFICE FURNITURE.

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

D. SCOTT & CO.,

IMPORTERS AND DEALERS IN

FURNITURE,

-AND-

HOUSE FURNISHINGS!

276 Main Street,

WINNIPEG, - MANITOBA.

BISHOP & SHELTON,

Steam Cabinet Works.

WINNIPEG.

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

MANUFACTURING A SPECIALTY.

295 MAIN STREET.

Plewes, Mann & Co

WHOLESALE & RETAIL DEALERS IN

Lumber,
Sash, and
Shingles,

WINNIPEG.

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

ASSINIBOINE MILLS

-AND-

ELEVATOR "A."

PORTAGE LA PRAIRIE.

The Purest and Best Flour

That Modern Inventions can produce to be had in large
and small quantities at said roller mills. Three grades.
Also large quantities of SEED WHEAT, BARLEY,
and OATS. Chop, bran and shorts constantly on hand.

Capacity Elevator.....115,000 Bushels
Capacity Mills.....200 Barrels daily

G. J. MAULSON & CO.,

Agents at Winnipeg.

Correspondence Solicited.

ENCOURAGE HOME INDUSTRY. THOMAS G.
FLECKON, Manufacturer of Choice Havana Cigars. All
orders promptly filled. 261 Main Street, opposite Dun-
dee Block, Winnipeg.

OGILVIE MILLING CO.

Mill at Point Douglas.

Capacity - 750 Barrels per day.

OFFICE: - Corner King and
Alexander Streets, Winnipeg.

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

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

Geo. J. Maulson.

W. S. Grant.

GEO. J. MAULSON & CO.,

Grain and Flour Exporters

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GENERAL COMMISSION MERCHANTS.

Office: Cor. Main and Post Office Streets
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STEEL CUSHIONED

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SAMUEL MAY, - Manufacturer.

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Sole Agent for Manitoba and the North-West
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EDWARD TERRY,
PORTLAND, KEENS' and THORALD CEMENTS,

PLASTER PARIS.

Fire Brick and Clay, Sewer Pipes, Hair, Lime, White
and Grey, Land Plaster, Salt, &c.,
23 and 25 GEORGE STREET, TORONTO.

Canadian Pacific Railway. (WESTERN DIVISION)

CHANGE OF TIME

On and after Feb. 18th, 1934, Trains will move as follows:
Going West.
7:30 a.m. leave Winnipeg arrive 7:15 p.m.
10:00 " Portage la Prairie 4:60 "

Only two trains a week will run west of Brandon, leaving Winnipeg on Mondays and Thursdays; train leaving Mondays will have Sleeping Car attached, and will run through to Calgary.

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

There will only be three trains per week to Rat Portage. Leaving Winnipeg on Tuesday, Thursday and Saturday, and return from Rat Portage on Monday, Wednesday and Friday.

Going South.
8:05 p.m. leave Winnipeg arrive 7:00 a.m.
10:50 p.m. Emerson 1:10 a.m.
11:00 p.m. St. Vincent 13:00 a.m.

17:40, 8:15 a.m., leave Winnipeg arrive 5:15, 8:00 p.m.
10:50, 11:15 a.m., Morris 2:05, 5:30 p.m.
11:50 a.m., Gretna 3:45 p.m.
4:45 p.m. Manitoba 5:30 a.m.

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

9:30 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 "

Train leaves Winnipeg for West Selkirk Tuesdays, Thursdays and Saturdays at 4 p.m., arriving at West Selkirk 5:40 p.m.; returning leaves West Selkirk Mondays, Wednesdays and Fridays at 7:10 a.m., arriving at Winnipeg 8:50 a.m.

- Daily.
Daily except Mondays.
Daily except Saturdays.
Daily except Sundays.

Trains move on Standard time.

Trains east of Brandon and west of Port Arthur or St. Vincent and north of Gretna run on Winnipeg time. Time west of Brandon as far as Gleichen is one hour slower than Winnipeg time. Time west of Gleichen is two hours slower than Winnipeg time.

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

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

Passengers over the Royal Route have all the luxuries of Modern Railway travel, Palace Dining Cars, Luxurious Smoking Room Sleepers and Elegant Day and Night Coaches for Passengers who do not ride in Sleeping Cars, 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, Gen. Traff. Man., St. Paul.
T. W. Teasdale, 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 cars, running through without change.

J. F. McFARLANE, Gen. Northwestern Agent, Winnipeg, Manitoba.
J. A. McCONNELL, Traveling Passenger Agent.
S. F. BORD, General Traffic and Passenger Agent.

St. Paul, Minneapolis & Manitoba.

SOUTHEASTWARD.

Express leaves St. Vincent at 11.15 p.m. and 11.30 a.m. arriving at St. Paul at 8.20 p.m. and 8.10 a.m. the day following, making close connections with train running in all directions.

NORTHEASTWARD.

Express leaves St. Paul at 7.00 p.m. and 8.00 a.m., arriving at St. Vincent at 4.20 p.m. and 3.45 a.m. the day following, making close connections with the Canadian Pacific.

Trains run between St. Paul and Minneapolis almost every hour.
Sleeping cars on all night trains.
Trains run on St. Paul time.

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 at Sioux City, Omaha, Kansas City and San Francisco at 7.10 a.m. and 3.30 p.m.

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.

"THE NIAGARA FALLS ROUTE."

This is the popular route from Chicago to Toronto and all other points in Canada. The trains are made up of Splendid Coaches, PALACE, PARLOR and SLEEPING CARS of the latest improvements, and NEW DINING CARS unequalled on the Continent. It is the ONLY LINE between Niagara Falls and Buffalo under one management, and has undoubted advantages for New York, Boston and Eastern Travel.

Five Through Trains a day from Chicago leave at 6.45 a.m., 8.55 a.m., 1.30 p.m., 8.05 p.m. and 9.55 p.m.

For through tickets, time tables, or full information, apply to any Ticket Agent in the Northwest.

H. B. LEDYARD, Gen. Manager, Detroit.
O. W. RUGGLES, Gen. Pass. & Tkt. Agt., Chicago.

W. M. McLEOD, Manitoba Pass. Agent, Winnipeg.

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 Canada.

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 lines 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 Northwest.

S. S. MERRILL, General Manager.
A. V. H. CARPENTER, General Passenger Agent.
W. H. DIXON, General N. W. Pass. Ag't., St. Paul, Minn.
CHAS. N. BELL, Commercial Ag't., Winnipeg, Man.

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 Chicago 6.50 p.m., 7.45 p.m., 8.00 a.m., 6.40 a.m., 9.00 a.m.

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

GOING WEST.

Trains leaving New York 6.45 p.m., Buffalo 12.10 p.m., Suspension Bridge 1.00 p.m., and Port Huron 8.00 p.m., has through Pullman palace sleeping coach from New York, Buffalo, Suspension Bridge and Bay City to Chicago.

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

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

GOING EAST.

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

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

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

The Chicago & Grand Trunk & Grand Trunk Railways

Will be seen by the following Map to be the most Direct Route between

CHICAGO AND ALL 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 way and crowned the river with the most beautiful scenery.

Always ask for Tickets via this Line.
OEO. D. REEVE, Traffic Manager

S. R. CALLAWAY, General Manager.

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.

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

H. R. BANKS & CO.

Manufacturers and Dealers in

LUMBER,
LATH,
SHINGLES, Etc.

Planing Mill and Factory,

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

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.

G. F. STEPHENS & CO.,

Importers and Wholesale Dealers in

PLAIN, FANCY AND PLATE

WINDOW GLASS

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

93 Portage Avenue, - - WINNIPEG.

CAMPBELL, SPERA & CO.,

WHOLESALE IMPORTERS OF

GENTS' FURNISHINGS, FANCY DRY GOODS,

SMALLWARES, ETC.

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

Corner of William and Princess Streets,

WINNIPEG, MANITOBA.

R. BALFOUR,

MANUFACTURER OF

OAK DIMENSION TIMBER

SHIP AND BRIDGE TIMBER A
SPECIALTY.

P. O. BOX 32,

Emerson, Man.

PARSONS & FERGUSON,

Wholesale Paper Dealers.

SPECIALTIES:

BUILDING PAPERS,	PAPER BAGS.
WRAPPING " "	TWINES.
PRINTING " "	ENVELOPES.
WRITING " "	ACCOUNT BOOKS.
BLOTTING " "	MEMORANDUM " "
WALL " "	SCHOOL " "

STATIONERS' SUNDRIES.

27 Sole Agents for Manitoba for ALEX. PIRIE & SONS,
Aberdeen, Scotland, the largest Paper Manufacturers in
the world.

RORIE ST., one block east of Main St.,

WINNIPEG.

W. J. GAGE & Co.,

WHOLESALE

BOOKSELLERS & STATIONERS,

STAPLE & FANCY STATIONERY,
PAPER BAGS, WRAPPING PAPERS, ETC
8 Notre Dame St. East, Winnipeg.

W. P. GUNDY, *Manager.* **WHOLESALE ONLY.**

THOS. W. TAYLOR,
THE PIONEER PAPER RULER,
AND

Blank Book Manufacturer,
Of Manitoba and the North-West.
13 OWEN STREET, WINNIPEG, MAN.

KILGOUR BROS.

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

LITHOGRAPHED PLANS,

Paper Ruling and Binding,

Fine Job Printing

AT REASONABLE RATES.

THE BISHOP

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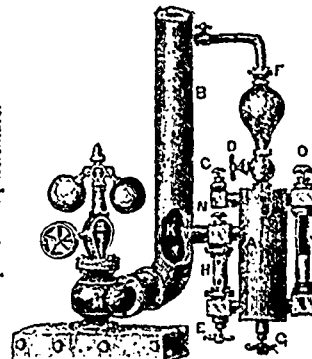
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