

The Commercial

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

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The Commercial

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

ISSUED EVERY TUESDAY

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

ADVERTISING RATES

1 month, weekly insertion.	\$0 30 per line.
3 months, do.	0 75 "
6 " do.	1 25 "
12 " do.	2 00 "

Cases' rates for all advertisements inserted for a less period than one month, or for all transient advertising, 50 cents per line each insertion.

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THE COMMERCIAL will be circulated extensively amongst wholesale and retail Merchants, Jobbers, Bankers, Brokers, Manufacturers, Hotel Keepers, Insurance and Loan Agencies throughout the entire Canadian North-West.

Book, Newspaper, Railroad, Commercial and Job Printing specialties

22 Office, 16 James St. East.

JAMES E. STEEN,

Publisher

WINNIPEG, JANUARY 8, 1884.

T. W. BRONDGEAT intends starting a newspaper to be called *The Canadian* at Neepawa.

DAVID EVANS, merchant tailors, Emerson, has assigned in trust.

THE Board of Trade Hotel, Winnipeg, has been closed up by the landlord.

WM. MCKINNON & BRO., general store, Rat Portage, have assigned in trust.

THE *Morris Herald* has suspended publication owing to lack of patronage.

ARCHIBALD & ALEXANDER, general store, Broadview, have assigned in trust.

JAMIESON & KIRCHOFFER, livery, Souris, have admitted H. Jamieson into partnership.

In Chicago, during 1883, there were erected 2,864 buildings with a frontage of 77,797 feet, costing \$17,468,700.

THE general store stock belonging to the solvent estate of W. McAllister, Wolseley, is to be sold by the assignee on Thursday, 10th inst.

WINNIPEG, we understand, is in future to be the headquarters of the Northwest Land Company, and the chief commissioner is to reside in this city. This move is a good one, and had it been adopted long ago the Company's stock might have been less of a basis for gambling speculators.

FOREIGN exchanges are discussing a projected ship canal to connect the Baltic with the Black sea. The cost is estimated at \$24,000,000; but in case it is made available for war vessels it will cost about \$30,000,000. The plan contemplates three-fifths of the expense to be borne by Russia, the remainder to fall equally on Hanover and Oldenburg and the cities of Bremen and Hamburg.

THE revenue of the Winnipeg post office for year ending December 31, 1883, shows an increase of 8 per cent. over the previous year. The revenue was as follows: January, \$0,857.08; February, \$5,948.78; March, 6,323.81; April, \$5,587.41; May, \$5,604.69; June, \$5,171.85; July, \$5,830.58; August, \$5,420.70; September, \$4,882.50; October, \$5,001.24; November, \$5,178.24; December, \$6,035.20. The number of registered letters handled in the office during the month of December was 18,607. The amount of money orders paid during the month was \$23,772.29, and the amount received, \$30,790.55

THE highest speed attained on railways in England is 65½ miles an hour; in France, Germany and America it reaches 62½ miles. The average speed is 48½ miles an hour with English express trains, and 45 with French, England and France charge more for third class passengers than any other country except Turkey. The average fare in Turkey is 8.75 centimes per kilometer (½ mile); in France 6.75, and in England 6.74. Norway is by far the cheapest country for railway travelling, the third-class fares there averaging 1.4 centimes, and next come Russia and Belgium, where the average fare is 3.75 centimes per kilometer.

THE next issue of the *Northwest Farmer and Manitoba Miller* will appear under the joint management of Mr. Lud K. Cameron, the founder of the paper, and Mr. Wm. Clark. This journal has in the past done good service in ably advocating the interests to which it specially caters. With the strong team that

now controls its destiny we have no doubt, but that it will soon become not only the best agricultural paper in the Dominion, but will be a strong rival to anything of its class published on the continent. The right men are in the right place, and we wish Messrs. Cameron & Clark a long career of prosperity in their enterprise.

THE *Northwestern Miller*, published in Minneapolis, is one of the best trade journals in America, and ably represents the milling interests of the Flour City. The energetic proprietor has just issued an extra holiday edition which is perhaps the finest issue of a trade journal that has ever come under our notice. The contents are not confined to milling literature alone, but contain interesting contributions of a humorous character from the pens of such writers as Burdette, Stanley Huntley, Bill Nye, Gus Thomas and others. These are profusely illustrated. The advertising columns are unique and very attractive. One of the most interesting features is a fine double page engraving of St. Anthony Falls in 1859, the site of the Minneapolis of to-day. We congratulate our contemporary on the enterprise displayed, and trust that success may long attend the *Northwestern Miller*.

A NEW law has come into effect requiring that candidates for the position of master or mate of a Canadian vessel must pass a thorough examination. No vessel over 100 tons burden will be permitted to clear without carrying a certified master; and if over 200 tons, and carrying 40 passengers, must have a certified mate also. This law does not affect those who were in command or acted as mate prior to January 1, 1883, as in their case a certificate from their employer will be sufficient, provided they can pass the color test. A mate must be nineteen years of age and have served two years at sea. He will have to pass a very rigid examination as to seamanship. A master must be twenty-one years of age and must have been three years at sea, one of which he must have been mate. In addition to the qualification for a mate he must know the principal lights upon the great inland waters; he will be required to explain how he would lay out an anchor in case of stranding, and be able to rig a temporary rudder should the steering apparatus become disabled.