

The Commercial

A Journal of Commerce, Industry and Finance,
specially devoted to the interests of Western
Canada, including that portion of Ontario
west of Lake Superior, the Provinces
of Manitoba and British Columbia
and the Territories.

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Publisher.

The Commercial certainly enjoys a very much larger circulation among the business community of the country between Lake Superior and the Pacific Coast, than any other paper in Canada, daily or weekly. By a thorough system of personal solicitation, carried out annually, this journal has been placed upon the desk of the great majority of business men in the vast district designated above, and including northwestern Ontario, the provinces of Manitoba and British Columbia, and the territories of Assiniboia, Alberta and Saskatchewan. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, NOVEMBER 30, 1891.

Manitoba.

Barron & Peterson, jewelers, Winnipeg, are in the hands of the sheriff.

T. Bertrand & Co., groceries and liquors, St. Boniface, are out of business.

J. T. Wilson, auctioneer and grocer, Winnipeg, is giving up the auction business.

Mr. Stephen White has opened up the Virden hotel, Virden, lately occupied by Wm. Elliott.

Brown & Rutherford will not operate their mill on Lake Winnipeg this season, having disposed of their interests therein.

The fine new Manitoba hotel at Winnipeg, will be opened for public business on January 1st, so says Manager Gunning.

Ramsay & Clingan, general dealers, Virden, who suffered severely by fire recently, have opened up with a fine new stock.

J. Y. Griffin & Co., are importing dressed hogs in car lots from Ontario, which they are turning into hams, bacon, etc., at their packing house in Winnipeg.

The "Southern Manitoba Times Printing and Publishing Company (Limited)" of Emerson, give notice of their intention to apply for incorporation as a joint stock company.

Stuart & Harper, who have succeeded R. Muir & Co., machinery, Winnipeg, will continue to handle a large line of machinery, including engines, boilers, saw and flour mill and elevator machinery, pumps, wind mills, electric apparatus, etc.

G. H. Sylvester, who has been upwards of eight years manager at Brandon for A. Harris,

Son & Co., goes to Winnipeg to accept the management for the province of the Cockshutt Plow company, of Brantford, Ont., which concern is opening a branch at Winnipeg.

A change in the time table of the Portage la Prairie branch of the Northern Pacific and Manitoba railway went into effect Monday of last week, under which the train leaves Winnipeg in the morning at 7.45, arriving at Portage at 11 a. m., and returning leaves Portage at 11.55.

Announcement was made in THE COMMERCIAL some time ago of the dissolution of the firm of Grant, Horn & Bucknall, wholesale produce, Winnipeg. The business is being continued as heretofore by J. L. Bucknall, as successors to Grant, Horn & Bucknall. We repeat this announcement, as some misunderstanding seems to have arisen concerning the continuance of the business.

Commercial travellers returning from the southwestern railway trip, state that there is much need of more hotel accommodation at Glenboro. Travellers have been obliged to solicit a place on the floor or counter in the stores of their Glenboro customers, and some talk of finding a berth for the night in a livery stable. This is rather hard on the travellers, and it is to be hoped that some enterprising person will undertake to relieve the situation by providing the required accommodation.

The arrangements for establishing a mail service on the Northern Pacific railway branches in Manitoba are about completed, and the service will be inaugurated on December 1st. All the principal stations will be supplied at the outset and the others will be included in the list when circumstances justify it. There will be a daily service between Winnipeg and the boundary and a tri-weekly service on the Morris-Brandon extension. A tri-weekly baggage car service between Brandon and Melita on the C. P. R. Souris branch will also be established on December 1st.

Assiniboia.

G. S. Davidson has sold his interest in the Qu'Appelle Progress.

R. J. Hart is in charge of the new Hudson's Bay Co.'s store at Whitewood.

The Revere House at Regina has changed hands. S. T. Lucas is now the proprietor.

Threshing on Brown Bros. farm north of Regina has been in progress for some time, says the Regina Leader, and the returns are extremely satisfactory. The yields are from 30 to 47 bushels per acre. One field of 33 acres yielded 47 bushels of wheat to the acre. Mr. Brown actually sold 47 bushels to the acre, so there can be no mistake about it. When the threshers have completed their job, the Brown boys will have to their credit the comfortable little grist of 12,000 bushels of grain.

In reference to the item regarding Macaulay, Higginbottom & Co., it may be explained that this firm has leased its store premises at Whitewood to the Hudson's Bay Co., and the latter company is opening a general store at Whitewood. Macaulay, Higginbottom & Co. have been gradually closing out their business at Whitewood, and recently the balance of their stock was moved to Victoria, B. C., where the firm has established a clothing and furnishing business. Macaulay, of this firm, is also connected with the produce and commission trade

at Vancouver, B. C., where business is carried on under the firm name of Knowler & Macaulay, Knowler being a brother of J. J. Knowles, merchant of Whitewood. The Vancouver business has been established for some time.

Alberta.

Shirley & Newham, tents, awnings and mattress manufacturers, Calgary, have dissolved partnership. Each continue in the same business alone.

The bakery of Worden & Mannel, Calgary, has been damaged by fire. The loss on stock is placed at \$800; insured for \$150.

British Columbia.

Mr. Macaulay, of Knowler & Macaulay, produce and commission, Vancouver, has been on an extended trip east for some time, and has secured several new agencies for lines which will be handled by the firm in Vancouver.

A Victoria telegram, of Nov. 23, says: "The steamer Collier San Pedro went ashore late last night on Brothie Ledge outside Victoria harbor. The vessel lies in a perilous condition, should the wind rise, as it is full of water. The crew were all saved."

A brewer syndicate, to control all the breweries in the province, has been talked of for some time. It is now reported that the scheme is likely to be carried out, with the aid of British capital.

The Victoria Home Journal is the latest Pacific coast paper received. There are sixteen pages of it full of social, political, literary, local and dramatic news.

Exports of Dairy Produce.

The shipping season from Montreal having closed, the Gazette has the following to say of dairy exports from that port:—

"The shipping season by the St. Lawrence will be closed until the spring of 1892, so that a comparison of the total shipments of cheese and butter for this season and last is possible. According to the data at hand the shipments of cheese show a falling off of 53,000 odd boxes, while butter shows an increase of almost that amount, the increase in its case being 54,630 packages. It will be seen from the above that the cheese shipments of the last few weeks have pretty well filled up the gap of 100,000 odd boxes that constituted the difference earlier in the season, and that despite the shorter make quite a lot of cheese has been shipped. There is this to be remembered, though, that the cheese is more closely sold up this fall, with less of it to move between now and next spring, so that holders of fine goods on this side, in a case of argument, have statistics on their side, specially when the supply south of the line is taken into consideration."

Total cheese shipments for the season are 1,372,033 boxes, as compared with 1,430,054 boxes for last year. Butter shipments for this season are 79,309 packages, as compared with 71,573 last year. These figures will not comprise the total Canadian exports for the year, of course, as there will no doubt be shipments by rail in bond, from United States ports, besides shipments perhaps from Canadian ports east of Montreal. The shipments from Montreal, however, during the season of navigation, are a pretty close index to our total exports of these goods for the year.