

The Commercial

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

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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.

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JAMES E. STEEN,
Publisher.

WINNIPEG, NOVEMBER 16, 1886.

PETER CHARTRAND, trader, St. Laurent, Man., is dead.

C. B. SLATER, agent, Wapella, Assa., has left that place.

T. G. AGNEW, hardware dealer, Battleford, Sask., has been burned out.

J. CONLEY, lumber dealer, Grenfell, Assa., has moved to Killarney Man.

A. JOHNSTON, general storekeeper, Cartwright, is moving to Holmfield.

HUTCHINSON & HAZELL have opened a harness shop at Lethbridge, Alberta.

G. E. CARTER, furniture dealer, Prince Albert, Sask., will retire from business.

APPLICATION has been made for the incorporation of the Manitoba Warehousing Company. Composed of D. McArthur, W. L. Boyle, W. R. Allan, F. S. Brown, of Winnipeg, and R. H. Baxton, of London, England.

GEO. S. STAMFORD & Co., gunsmiths and sporting goods, Macleod, Alberta, will give up business.

J. G. OLIVER'S saw mill at Battleford, together with some lumber near by, was burned last week.

G. F. TUCKER & Co., traders, Cluny, Alberta, contemplate transferring their business to McDonnell Bros.

ARNOLD & KNAPMAN, hotelkeepers, Griswold, Man., have dissolved partnership. Knapman, will continue the business.

A FIRE limit will be established at Calgary, whereby the erection of frame buildings will be prohibited within certain limits.

L. D. MCPHERSON, merchant tailor, Winnipeg, has assigned. Liabilities will not be heavy as the stock carried was light.

A STORE and hotel with other buildings are going up at Binscarth station, on the Manitoba & Northwestern Railway extension. There appears to be a prospect of a good town growing at the junction of the Russell branch with the main line.

A NUMBER of the business firms burned out at Calgary will open out immediately. I. G. Baker & Co., had a large consignment of goods on the road at the time of the fire, and they will be ready for business in a few days in new premises.

THE Winnipeg Grocers' Association was formally organized last week, with a membership of nearly forty. The following are the officers selected for the first term: C. D. Anderson, president; J. W. Horne, vice-president; A. Frazer, secretary; J. B. Bell, treasurer. The directors are, W. Hunter, J. K. Wright, Geo. Adam, J. W. Winram, J. E. Weldon, W. E. Hodder and John Dysart. A meeting will be held this evening in the Harris' block.

A DESPATCH says that the C.P.Ry. have agreed to accept goods at Toronto and Hamilton for Winnipeg, at the same freight rates per mile as from Montreal. Heretofore rates have been the same from those points to Winnipeg as from Montreal, but the new arrangement will give them an advantage over their eastern rival.

ISAAC JOHNSTON will open a blacksmith shop at La Riviere.

HANCOCK & DONNELLY, butchers, Fort William, have been burned out.

TRADE is said to be better at Portage la Prairie than it has been for three years.

THE balance of the stock of the T. Garland estate, Portage la Prairie, will be sold by auction on the 17th instant.

J. & W. HENDERSON, hardware dealers, Portage la Prairie, who have been selling out for some time, will have their stock cleared out in about a week.

J. D. HIGGINBOTHAM & Co., druggists, Lethbridge, Alberta, have purchased the building and branch drug business of E. Walton, of the same place, who carries on his main business at Medicine Hat.

It is reported that the Chicago branch of the Bank of British North America, under the management of H. R. Breedon, will be closed, and a branch opened in Winnipeg in its stead, with the same manager in charge.

TRACK lying on the M. & N. W. railway has been completed for the present season. It is understood that next year a big push will be made to carry the road through to Prince Albert.

THE survey of the Red River between Winnipeg and the Lake, has been completed. From Selkirk to the mouth of the river the water is of good depth. Beginning at St. Andrews, for ten miles down the river the water is found to be very shallow. To run a proper channel through the rapids a considerable amount of blasting would have to be done. It is said that the cost would be very light to make it navigable for river crafts, but for the accommodation of lake steamers the work would cost half a million dollars.

APPLICATION will be made for a charter to construct a line of railway from some point on the Northwestern Coal & Navigation Co.'s railway, between Dunmore and Lethbridge, to the United States boundary, there to connect with a line from Fort Benton, Montana. A charter was refused for a similar line last year, owing to C.P.R. opposition. Application will also be made for a charter for a railway from Lethbridge to Macleod and thence through some pass in the Rocky Mountains to the United States boundary in British Columbia. Both applications will be made by the N. W. C. & N. Co.