

THE COMMERCIAL

A Journal of Commerce, Industry, Finance and Insurance, 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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D. W. BUCHANAN,
Publisher.

The Commercial certainly enjoys a very much larger circulation among the business community of the vast region lying 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 desks of the majority of business men in the district designated above, including Northwest 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, DECEMBER 20, 1897.

CIVIC MATTERS

Before The Commercial appears again, the municipal elections will have taken place. There are many important questions which will come before the civic rulers during the next year, and it is to be hoped that the most suitable men will be elected. Two members of the board have been elected by acclamation, and they are both good men. Mr. Horace Wilson has proved himself a very useful, and painstaking member of the council in the past. He has not shirked the work devolving upon him as a member of the council, and has devoted more time to the interests of the city than is customary with most aldermen, Mr. J. W. Horn is a new man for the city council, but we believe he will make a conscientious and industrious alderman. So much for the elections by acclamation. If the remaining members all average up as good, the council for 1898 will compare favorably with previous years.

For the mayoralty there are two men in the field—Mr. E. F. Hutchings and Alderman Andrews. The sympathies of The Commercial are naturally with Mr. Hutchings, from the fact that he may be considered a representative business man. Winnipeg is first and foremost a commercial city, and it seems fit that a leading business man should sit in the mayor's chair, if not every year, at least in

most years. Mr. Hutchings has been one of the most successful business men of the city. His business has grown up here, and he has done a great deal toward extending the trade of Winnipeg throughout all parts of Western Canada. It is reasonable to suppose that a successful business man would possess the ability and energy necessary to successfully serve the city. Besides possessing these requisite, Mr. Hutchings has been an active member of the city council in the past, and in this capacity worked energetically to advance the interests of the city.

It has sometimes been charged that the leading business men do not take as much interest as they should in civic affairs. Perhaps there is good reason for this charge. It would certainly appear to be the duty of business men to take a lively interest in the affairs of the city. Winnipeg has not always been well governed. There has often been much need of the assistance of a few leading business men in directing the affairs of the city. If the ward system were abolished, it would no doubt be easier to secure good men for the council. The ward system we believe is one of the principle hindrances to the election of a more representative council. If those who complain of the difficulty in securing good men to come out for election as aldermen, would agitate against the ward system, they would be moving in the direction of accomplishing the desired result.

OUR VACANT LANDS

A committee of the Winnipeg board of trade has under consideration the question of the settlement of our vacant lands. The Commercial proposes taking a hand in this work. We have recently published several illustrations which give an ocular demonstration of the results accomplished by settlers in Manitoba. This week we give another illustration, showing the fine group of farm buildings owned by a settler near Winnipeg. When it is known that this man started with very limited means, the illustration will give a lesson which could hardly be conveyed in words. The Commercial is having a number of similar engravings prepared, which will be published from time to time, by means of which we hope to accomplish much good.

The article in this issue, in connection with the illustration referred to, is not in any sense exaggerated. It is a plain statement of facts. Manitoba offers homes—genuine homes—for those who are able and willing to become tillers of the soil. Those who live on rented property, in either city or country, can hardly be said to possess homes. The settler in Manitoba can possess a real home, from which he

can gain an independent and comfortable livelihood. While the Manitoba farmer cannot literally sit under his own vine and fig tree, he can rest in the shade of some other kind of a tree and enjoy the knowledge of the fact that he is his own master, is dependent upon no one, and is sure at least of a comfortable living.

ROUTES TO THE YUKON

It is reported by wire from Ottawa that the Canadian Pacific Railway Company is pressing the government for assistance in building a railway to connect the Stikine river with Teslin lake, and thus open a means of quick transportation to Yukon. The railway company, it is further said, will put on a line of steamers to run as far as the Stikine river, where connections will be made with a line of river steamers of light draft, to run to the head of navigation on the river named. From the Stikine river to Teslin lake, there is a portage of about 100 miles which will require to be bridged in some way, to expedite transportation by this route. The country is said to present no difficulties in the way of building a railway. Once Teslin lake is reached, navigation down to the Yukon can be resumed.

THE EDMONTON ROUTE

It is reported that Mayor McDougall, has received a telegram from Wm. Pugsley, of St. John, N. B., closing the deal for the Edmonton District railway on behalf of an English syndicate. In 1895 the people of Edmonton secured a charter from the Dominion government for a road to be called the Edmonton District railway, to run from Edmonton to Fort Assiniboine, on the Athabasca river and thence northwesterly to the Peace river. The idea in securing the charter was to open up the rich agricultural country north of Edmonton. Since this charter was secured the gold discoveries in Yukon have attracted much attention to the Edmonton district, in connection with the possibilities of opening a route or routes to Yukon, via Edmonton. Last fall Mr. Pugsley, referred to above, visited Edmonton and secured an option on this charter. The principal conditions of the preliminary agreement were, that connection should be made with the Calgary and Edmonton railway at South Edmonton and the road extended northward from Edmonton. Mr. Pugsley also agreed to establish steamers on the water route northward from Edmonton with a view to developing travel to Yukon, via Edmonton, at once, while the proposed railway was under construction. In The Commercial of October 18, Mr. Pugsley's plans in connection with this proposed road were given in detail. If Mr. Pugsley