

The Commercial

A Journal of Commerce, Industry and Finance, especially 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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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, AUGUST 11, 1890.

Manitoba.

Inland revenue collections at Winnipeg for July were \$16,983.

Wheat six feet high is to be seen near Minnedosa, so says the local paper.

Todhunter's bookstore, Portage la Prairie, was slightly damaged by fire last week.

T. and J. Jones shipped two carloads of steers from Virden for England last week.

Stone & Bryson, grocers, Winnipeg, reported dissolving partnership. Stone will continue the business alone.

J. D. Naismith has sold the X-10-U-S saloon and restaurant, Winnipeg, to J. G. Jopling. John Haverly of the Sherman house, Winnipeg, has sold out to C. Montgomery.

Thos. Ryan returned to Winnipeg from a trip over the Manitoba & North-Western Railway last week. He says the crops in that section of the country are exceedingly heavy; the barley harvest is now in full blast, and the wheat harvest will begin generally this week.

The Portage la Prairie Review quotes prices at that place as follows: Beef, 2½ to 3½ live weight; mutton, 10c by carcass; pork, 6c to 8c; veal, 6 to 8c; chicken, 15c; butter, salt, 13c; fresh, 15c; eggs, 18c, and very scarce. Patent flour, \$2.75 sack; prairie rose, \$2.50; shorts, \$13 per ton; bran, \$12 per ton; oats, 60c per bushel; new hay, \$3 per ton.

The C. P. R. is arranging for two "labor" excursions from the east to Manitoba. Manitoba is in want of help to harvest the heavy crop, and it is to be supplied in this way. Trains will leave Toronto on August 13th and 20th, for Manitoba. The low rate of \$15 for the trip has been made, and \$13 for return fare to those who have worked one month in the

harvest fields here. Tickets good to return until the end of November. The idea is a splendid one, though it was thought of a little late in the season.

The Western Woolen Manufacturing Co., which recently secured control of the woolen mills at St. Boniface, just across the Red river from Winnipeg, has now everything in order and running smoothly. The new company will manufacture cloths, sheetings, flannels, blankets, yarns, socks, mitts, etc. Some new machinery for the manufacture of heavy cloths is being procured from Leeds, England. It is also intended to put in some new power knitting machinery to replace the present hand machines for the manufacture of socks, mitts, etc. Only pure woollen goods will be turned out. Electric lighting will be put in to enable the work to go on night and day, as orders are now a long way ahead. The factory is under the direction of John Ryan, formerly of the Rapid City woollen mill.

Assiniboia

Several thousand dollars worth of buffalo bones have been gathered along the Regina and Prince Albert railway and are piled at the sidings waiting shipment.

Hy. Le Jenne will build a three-story solid brick building at Regina, size 40x40. The ground floor will be occupied by Le Jenne, Smith & Co., bank, and G. T. Marsh, real estate. The Bank of Montreal has also purchased three lots at Regina, corner of Scarth street and Eleventh avenue, upon which will be erected a fine bank building.

Dixon Bros., general merchants, Maple Creek, are erecting a new store, size 100x30. It is to be two-stories high with Mansard roof. The front and west sides are to be of free stone while the back and east side will be of field stone. The free stone used was procured about eleven miles south of the town and is of superior quality. When completed Dixon Bros. will have one of the finest stores west of Winnipeg.

Saskatchewan.

It is expected that a regular train service between Regina and Prince Albert will be established by the first of October next, and perhaps earlier.

The steamer Northwest is running on the Saskatchewan River, between Lake Winnipeg (Grand Rapids) and Edmonton, Alberta. Connection is made at Grand Rapids with Lake Winnipeg steamers.

The railway station house, round-house coal shed, etc., of the Regina and Prince Albert railway at Saskatoon, have been built on the west side of the river, while the town is on the east side. A new town site is to be surveyed adjoining the station, which will doubtless become the future Saskatoon, to the disgust of those who own lots in the present site.

Alberta.

The estate of J. W. Power, jeweller, Calgary, has been purchased by W. H. Asselstine.

Calgary merchants are forming a new board of trade, the old board having been allowed to lapse.

Calgary will vote on a by-law to raise \$21,000 by the issue of six per cent. bonds, spread over

thirty years, for a sewerage system. Voting will take place on September 7th.

Preparations are being made to resume work in the coal mines at Anthracite on a small scale. It is stated that coal will only be taken out to supply the Calgary market for the coming winter.

Northwestern Ontario.

Meikle & Inglis have opened a real estate and commercial exchange at Port Arthur.

Thos. Marks & Co., merchants, Port Arthur, have opened a wholesale and retail grocery store in connection with their other mercantile establishments at that place.

The Badger company shipped recently to Newark, N.J., a car of silver ore containing 33,559 pounds and valued at \$45,000. This is the richest car ever shipped from Port Arthur and is the product of the Badger's new view for less than one month's work.

Advance in Boots and Shoes.

There is a very strong feeling in the eastern boot and shoe trade, and prices are being advanced. Regarding the situation at Montreal the Trade Bulletin says: "Fully two-thirds of the fall orders have been received, but manufacturers are using great precaution in filling that portion of them which do not represent first-class houses, and will continue to do so until the result of the harvest becomes more definitely known. In the meantime sorting orders of fair volume are being received from travellers and customers direct, which compare favorably with former seasons. Everything at present point to a good fall trade, and nothing short of a crop failure can blight the prospect. Values are advancing, and 7½ to 10 per cent. better figures have actually been paid on different lines with higher prices considered certain, owing to the steep rise in the price of hides and the gradual appreciation of leather. Most of our large boot and shoe houses are busy, and running full time. Remittances are fair with some houses but less satisfactory with others.

High Freight Rates.

The Free Press of Nanaimo, B. C., says: "The freight for vessels at present on this coast are at a very fair margin and are continuing to advance. The C. C. Chapman obtained a charter a few weeks ago for freight from San Francisco to Liverpool at 35 shillings, and only three weeks later the Charles E. Moody contracted a charter for the same place with an advance of 5s. 3d. per ton. If the present high freights continue a few months this coast will be crowded with shipping. Coal freights from Nanaimo to San Francisco are bringing \$3 per ton. This must leave a very fair dividend for the ship owners. A vessel of three thousand tons will probably make a return voyage in two months and thus earn \$9,000, half of which will cover expenses, leaving the other half a clear profit. Sometimes a ship will make a return voyage to San Francisco in one month, but this very seldom occurs.

It is estimated that it takes 50,000 tons of twine a year to bind the wheat and oat crop of the United States. This twine is worth, at the manufacturer's price of thirteen cents a pound, \$250 per ton, or a total of \$13,000,000.