

THE COMMERCIAL

The recognized authority on all matters pertaining to trade and progress in 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 Can-
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enjoys the leading wholesale, commission, manu-
facturing and mercantile houses of Eastern Canada

WINNIPEG, JANUARY 28, 1899.

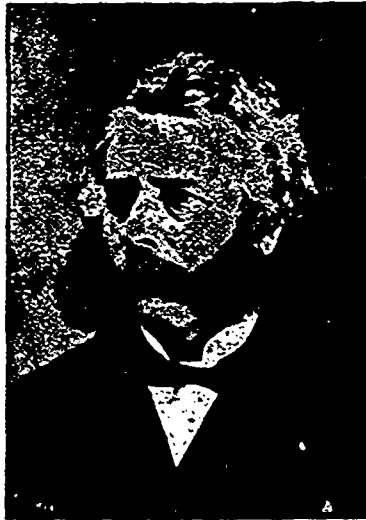
The Late Arch. McBean.

The Commercial briefly announced last week the very sudden death of Mr Archibald McBean, of A. McBean & Son, grain dealers, Winnipeg. Mr. McBean had not been in robust health for some time, but he was not considered dangerously ill. On the morning of the day of his death he got up about the usual time and took a light breakfast after which he moved about the house seemingly no worse than usual. Some workmen were employed in fixing a water connection, and were digging on the lawn, and he went out on the steps of the house during the morning to give them some instructions. He had only been in the house again a few minutes when he was taken with a sudden fainting spell and those in the house were barely able to assist him upstairs to bed when he expired.

The late Mr. McBean was one of the pioneers of the Manitoba grain trade. He was born in Lancaster township, Glengarry county, Ontario, in 1832, where he afterwards carried on business as a lumber merchant, and later at Millbrook, from which place his business extended over the central and eastern parts of Ontario, so that he was well acquainted with the work of the pioneers in that timber country. He also combined grain buying with his lumber business and continued to carry these on until 1881, when he came to Manitoba as the representative of a number of Ontario farmers. He came here and looked over the country, and as a result a large colony came up in the following year, 1882, and settled in the district about Sourisford. In 1884 he moved up his

family from the east and has been ever since engaged in the grain business in Winnipeg. Mrs. McBean and seven sons and one daughter survive him. The daughter is Mrs. H. A. Jukes, of Winnipeg, and the sons are F. J. Geo. A. and Oscar, in Toronto, and W. D., Harry, Bruce and Athol, in Winnipeg. There is also a large family of brothers and sisters of whom D. G. McBean, grain merchant, is the only one resident in Winnipeg. About the grain exchange, where Mr. McBean was best known of late years, he was known as a man of kindly and sympathetic disposition.

The funeral of the deceased gentleman was largely attended, including many members of the board of trade and the grain exchange. Rev. Canon Matheson conducted the funeral service, after which the funeral left for Brookside cemetery, when the casket was placed in the mortuary chapel vault. The casket was covered with floral tributes, among which was a beautiful cross sent by members of the board of trade and a large spray in which heads of wheat were artistically entwined with roses, sent by members



LATE ARCH. McBEAN.

of the grain exchange. The pallbearers were Mr. McBean's six sons, two of whom came from Toronto to attend the funeral.

New Postal Regulations.

Some of the papers are objecting strongly to the new arrangements regarding postage charges on newspapers sent from the office of publication. The effect of the regulations is to practically exempt many papers from the payment of postage, while other papers are compelled to pay postage on almost their entire circulation. The regulations provide for the circulation free of postage charge, within a radius of twenty miles from the office of publication. This practically exempts local country papers, particularly those published in the more closely settled districts of Eastern Canada. Papers having a general circulation, such as the large city dailies, trade papers, magazines, etc., have to bear the full postal charge. In the case of cities where postal matter is delivered by carriers, there is a special high charge on newspapers, so that the city publications referred to

have to pay postage on papers delivered at their home office, for delivery by carriers, besides postage on their general circulation beyond the twenty mile limit. In the case of The Commercial, for instance, the twenty mile exemption is of no benefit, as the circulation is not of a local nature, and with the exception of the city delivery about all the papers go outside of the exemption limit. The city papers, as stated, are subject to a high special postage tax for delivery by carrier. The Commercial, however, does not object to the principal of newspaper postage. As for the country papers, they have a hard competition to contend against from the big city papers, and we do not grudge them their postal exemption.

Winnipeg Board of Trade.

The annual meeting of the board will be held on February 7. The annual reports were considered at a meeting of the council held this week. A copy of a resolution forwarded by the Vancouver Board of Trade, urging that the Dominion and provincial governments should aid a railway company which has already built from Skagway to the Summit, in extending branches, was also considered. The council decided to ask particulars of the road, where the extensions were proposed, and the amount of aid they were seeking, etc., before taking any action.

A communication was read from the department of agriculture, Ottawa, regarding the increased facilities which are being provided at the quarantine at Halifax. D. W. Boie, W. R. Baker, and the secretary were appointed a committee to endeavor to advise some method of improving the character of the alleged information given in the Dominion blue books as to Manitoba's trade.

Hudson Bay Route.

Mr. Fisher's recent report on his trip to Hudson Bay (a lengthy synopsis of which was published in The Commercial recently) has stirred up considerable hostile criticism throughout the country. A great many people throughout the West have their affection fixed on this route, and it will take much more than Mr. Fisher's report to make them believe that the route is not a valuable and practical one for this country. There is this to say about the matter, that though Mr. Fisher has had exceptional advantages for looking into the question, yet his opinion comes from a person who is not a skilled navigator. Difficulties which might appear very great to Mr. Fisher might not be considered insuperable by a practical navigator. Commander Wakeham, appointed by the Dominion government, reported: "I absolutely agree with Lieutenant Gordon in fixing the date for the opening of navigation in Hudson Strait for commercial purposes from 1st July until 20th October." Admiral A. H. Markham, who was in the "Alert" expedition, has recently declared his opinion that the Hudson Strait is navigable for six months in the year.

A petition is being circulated along the projected line of the Great Northwest Central railway for government pressure to be brought to bear on that company to compel them to extend their line according to their charter.