

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 Agents throughout the entire Canadian Northwest.

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JAS. E. STEEN,
Publisher.

WINNIPEG, OCTOBER 13, 1885.

W. O. ASHTON, hotelkeeper, Wapella, is giving up business.

ALEX. R. GOFF, publisher, Selkirk, is offering his business for sale.

E. B. WADE & Co., furniture dealers, Port Arthur, has sold out.

STRATTON BROS., have opened up a blacksmith shop at Braddon.

THE effects of J. T. Rutledge, hotelkeeper, Winnipeg, is to be sold by bailiff.

L. SINCLAIR & Co., general storekeepers at Edmonton, have given up business.

L. C. HOFFMAN, general storekeeper, Emerson, has been sold out by the sheriff.

W. FERRIS intends opening up in the harness making business at Treherne this fall.

J. A. McDONNELL & Co., general storekeepers, at Edmonton, have given up business.

THE hardware stock of William Stephenson, Winnipeg, is advertised for sale by the sheriff on the 21st instant.

LANDER & HALDIMAND have bought the drug business formerly carried on by Kenneth Campbell & Co. at Calgary.

T. C. POWER & Bro., general storekeepers and traders, at Fort Benton and Maple Creek, are about to open up a branch store at Calgary.

THE partnership existing under the style of Wells & Hughes, carrying on business as steam threshmen at Moosomin, has been dissolved. The business will in future be carried on by John M. Wells.

THE Calgary Herald is responsible for the statement that the C.P.R. are about to erect a commodious bonded warehouse at that place. The statement comes through Mr. Rowe, the new customs collector there, who states that his information comes from Superintendent Egan. The move is a good one, and will hush many a hitherto just complaint about want of customs facilities at Calgary.

MR. FRANK GIBBS has been or is about to be appointed Grain Inspector at Port Arthur. At the examination of applicants for the position, which took place in Toronto recently before a mixed board of grain men, railway managers and politicians, he did not take the place of either first or second in qualifications. But he had one very important qualification, namely, that he was the son of a Senator, and he secured the job. Perhaps he is the right man in the right place. But time will show.

THE Canadian Customs House is again brought to the aid of the C.P.R. against the Northern Pacific, and the latter company refuses to receive freight from the United States to British Columbia without a minutely detailed invoice attached to the original way bill, on which the packages require equally as minute a description. Shipments from Eastern Canada or Manitoba to British Columbia require a Canadian as well as a United States manifest certificate by customs of both countries. From British Columbia east the arrangements are the same. Red tape is thus stretched to its utmost limits to compel all Canadian freight to go over the C.P.R.

MR. DOUGLAS BRYMNER, Dominion archivist is in Winnipeg at present hunting up exhibits in his line for the Colonial Exhibition in London, Eng. next year. He wants everything he can get in the way of historical matters, pictures, photographs, trade statistics and whatever will furnish information as to the progress and growth of Manitoba and the Northwest. It will be impossible for Mr. Brymner to call personally upon everyone likely to contribute, but we hope all who are in a position to assist him in his collecting will do so, in order that our country may be well represented to the people of Great Britain.

WE understand that a survey party will start out shortly to make a preliminary survey of the proposed route of the Hudson's Bay Railway from Sea Falls, on the head of Lake Winnipeg, to the head of tidal navigation on the Nelson River, a point about sixty miles above Port Nelson. Should the survey prove, as the projectors of the road state, that there are no engineering difficulties in the way in this part of the route, English capital is ready for its construction, and the work may be commenced next spring. Mr. Donald Grant, contractor, states that he is prepared to construct this portion of the road in one year, and to commence any time he has instructions and the necessary guarantees.

MR. GEO. MAULSON AND CAPT. D. H. McMILLAN returned last week from Toronto, where they had been representing Manitoba at the meeting of representatives of Boards of Trade for fixing the grain inspection standards for the season. They speak well of their reception, and of the consideration given to the Northwest in grain matters. Seemingly the interests of our grain growers were well attended to and generally considered. Besides selecting standard samples for the grades fixed by the Inspection Act, an arrangement was made by which frozen grain will have three qualities fixed by the inspector, so that even that will sell upon its merits. This is a wise move, as a very large proportion of the grain damaged this year is only slightly touched, and farmers cannot afford to have all damaged stuff bunched together. Further particulars we will give, once the Examiners' report is laid before the Board's council.