

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 papers 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 18, 1890.

Manitoba.

Cyr & Sons, contractors, St. Boniface, have assigned to S. A. D. Bertrand.

The amount of money taken by robbers from the Neepawa bank recently was \$1,000.

Robert Merron, general storekeeper, Gladstone, contemplates moving to Cypress River.

Kennedy & Hopper, of Rapid City, shipped a consignment of butter to Victoria, B. C., recently.

Portage la Prairie has at last purchased a new fire engine which will arrive in a few weeks.

W. H. Hooper, grocer, Brandon, has sold his stock in trade to W. J. Harris of Rapid City.

The effects J. P. Lytton, hotelkeeper Treherne, have been seized by the bailiff under a chattel-mortgage.

Montgomery & Co. are out of the carriage business at Winnipeg and are now conducting the Sherman house.

G. L. Stone is fitting up the old post office store at Rapid City, and it is said will put in a general stock of goods.

Work on the foundations for the Northern Pacific & Manitoba railway depot buildings, at Brandon, is being prosecuted.

Tenders will be received by the city of Brandon to the 30th of August, for the erection of a city hall and market buildings.

R. E. Broadfoot is opening a general store at McDonald station, on the Manitoba & Northwestern railway, near Portage.

The Rapid City *Spectator* has been purchased by Will. J. Shaughnessy & Co., and the name has been changed to the *Reporter*.

Plans for the Electric Light Company's building at Brandon have been prepared. The building will be solid brick, dimensions 42x100 feet.

Edward Robert, of Roberts & Crawford, Lake Dauphin, had his right foot cut off at the ankle while attempting to jump on a train at Minnedosa last week, from which accident he has since died.

The property, known as the Higgins-Harvey property, being about 80 feet on Main street, Winnipeg, between the Andrews and McIntyre properties, has been bought by F. L. Patton, of the Union Bank, for eastern capitalists.

The first issue of *The Rupert's Land Gleaner* has made its appearance. It will be published in connection with *The Church Mission Gleaner*, and the two combined make a neat publication of about the same size and form of *THE COMMERCIAL*. *The Rupert's Land Gleaner* is dated at St. John's College, Winnipeg, and it will be published in the interests of the Church of England in the diocese of Rupert's Land. *The Gleaner* will give information as to the progress of mission work among the Indians, and matters of interest generally to adherents of the church in the ecclesiastical province.

The Pilot Mound *Sentinel* of Aug. 13, has the following to say of the crops in that district: In Rock Lake district a considerable quantity of barley and some wheat was cut last week, and this week the work of harvesting will be proceeded with in all portions of the country. Hundreds of binders are ready and the wheat on hundreds of fields is ripe. With the exception of an odd spot on farms, here and there, where weeds have sprung up on old ground, the crop is all that could be desired. In every direction immense fields of ripe grain and moving binders are visible and every one believes that in this portion of Southern Manitoba, as well as elsewhere, a large and rich harvest is well past the numerous dangers that threaten the growing crops.

A meeting of the shareholders of the Winnipeg Industrial Exhibition was held last week for the election of a permanent board of directors. The result of the balloting was that Ald. Mather, Ald. Black and J. H. Ashdown, W. B. Scarth, S. Nairn, W. Martin, W. Risk, G. R. Crowe and A. Macdonald were elected as the permanent board of directors. It is the intention to have another by-law submitted to the electors at the time of the next civic election to raise the necessary funds to prepare for an exhibition next year. At a subsequent meeting of the directors the following officers were elected: President, J. H. Ashdown; vice-president, S. Nairn; treasurer, J. H. Brock; secretary, C. N. Bell; solicitors, Hough & Campbell.

T. J. McBride, manager of Massey & Co., Winnipeg, is conversant with the feeling among the farmers of the province, through the information sent in by the agents of the company, located in every agricultural district in the province. He says the farmers would welcome a system of hail insurance, under the direction of the Government, and that the farmers will not go in to any extent for any other system. A municipal system, he thinks, would not work. To be successful we must have a provincial system. Another point mentioned by Mr. McBride is, that under a provincial system of hail insurance, if based on the area in crop, accurate returns could be procured each year of the

crop acreage. The present official crop statistics, while valuable, are at best but approximately correct.

It has been charged against the Manitoba & Northwestern railway that the company is charging differential freight rates to shippers by the Northern Pacific and Manitoba railway, as compared with the Canadian Pacific. That is, that on freight received from or to be forwarded over the Northern Pacific connection with the Manitoba & Northwestern at Portage la Prairie, the latter company charges a higher rate than when the freight is received from or to be shipped over the Canadian Pacific from the same place. The Winnipeg board of trade has addressed a very strong communication on this matter to the Dominion Minister of Railways, and also to the Manitoba Premier. The communication states that the board considers the company is violating the law in so doing; that the custom is a great disadvantage to shippers, and deprives shippers along the line from availing themselves of the competing route; that it will prevent the shipment of grain from northwestern points to Duluth. Reference is made to the fact that the road has been heavily bonused and otherwise assisted by Manitoba, and on this ground its discriminating action against the wishes of the people is considered unjustifiable.

Alberta.

Dr. Lafferty, Calgary, has formed a partnership, taking in Dr. Mackid.

The Calgary Agricultural Society has decided that the exhibition should be held on the 9th and 10th of October, the same dates as last year.

Application is being made for a charter for a company which is being formed at Lethbridge, to supply the town with water works and an electric light system.

A Mr. Stephenson, of Fish Creek, near Calgary, has been trying the experiment of sowing oats and barley in the fall with great success. This fall some barley is three feet, nine inches high and was ready to cut while the spring sown grain of the same class was quite green, and promised a lighter yield.

The Edmonton *Bulletin* says: Colin Fraser, trader, who arrived from Chipewyan, Lake Athabasca, on Monday has sold out his business and furs at Chipewyan to the Hudson's Bay Company. The Hudson's Bay Company are now sole traders at Chipewyan and in all the north country, except that P. Pruden of Lac la Biche has a small outfit there. Fur was abundant last winter in the Athabasca district and there was little or no starvation among the Indians, although fish was scarce towards spring. The grippé epidemic did not reach so far north and the general health of the Indian was good. The early part of the winter was mild, but the latter part was severe and the spring was very late. Indeed the boats coming from the Mackenzie could scarcely pass the ice in Great Slave lake when coming south and the last of the ice only left Lake Athabasca about July 1st.

Saskatchewan.

W. May, mechanical engineer, has arrived in Prince Albert and commenced business in that line with W. J. Campbell, for the repairing and fixing of steam engines, boilers, mowers, binders, etc.