

# The Commercial

Journal of Commerce, Industry, and Finance  
specially devoted to the interests of Western  
Canada, including that portion of Ontario  
west of Lake Superior, the Provinces  
of Manitoba and British Col-  
umbia and the Territories.

Sixth Year of Publication.  
ISSUED EVERY MONDAY  
SUBSCRIPTION, \$2.00 PER ANNUM.

## ADVERTISING RATES.

1 month weekly insertion	.....	\$0 30 per line.
months, do	.....	0 75 "
" do	.....	1 25 "
12 " do	.....	2 00 "

Transient advertisements, 10 cents per line each insertion.

Fine Book and Job Printing Departments.

270 Bloor, 4 and 6 James St. East

JAMES E. STEEN,

Publisher

*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. The Commercial also reaches the leading wholesale, commission, and manufacturing houses of Eastern Canada.*

WINNIPEG, JUNE 4, 1888.

FURNIVAL & WILSON, auctioneers, Winnipeg, have dissolved partnership. J. T. Wilson will continue the business.

THE elevator at the Clarendon hotel, Winnipeg, has been fitted with new machinery, which arrived from New York recently.

JAS. McMURTRY of Ferguson & McMurtry, general merchants, Calgary, was accidentally drowned at Banff, on May 24th, while bathing.

A. FERLAND & Co., general merchants, Calgary, write stating that they have not dissolved partnership, as had been reported a week or so ago.

S. A. D. BERTRAND has been appointed official assignee for Manitoba, on the recommendation of the Winnipeg board of trade. The appointment is one which will give general satisfaction.

THE Hudson's Bay Co. has purchased the stock and business of Schofield & Hyde, general merchants, Pinchers Creek, Alberta, and will hereafter carry on business at that point. Hyde has been employed to manage the post.

THE brewery plant at Emerson, which has not been in use for some time, has been purchased and will be moved to Brandon, where a second brewery will be established. Brandon now has one brewery, conducted by Neumeyer & Pares, which is doing a good business, owing to the quality of its manufactures.

THE M. & N.W. railway company have just issued an illustrated guide book to their lands, compiled from Government township reports and their own land examiners reports, and giving detailed and accurate descriptions of the lands. The book is illustrated with maps of the various municipalities through which the road passes and with views of towns and farms. It is for free distribution.

O'DONNELL & Walsh have taken possession of the Queen's hotel, Fort William.

INLAND revenue collections at Brandon last week amounted to over \$1,500.

R. H. MOODY, real estate, Calgary, has taken Mr. Scaife into partnership.

THE stock of C. W. Lutes, a small dealer in teas, Winnipeg, has been sold by the sheriff.

E. L. CHRISTIE, stationer, Brandon, has added a job printing department to his business.

THE St. Paul, Minneapolis & Manitoba railway announces a reduction in passenger fares to eastern points.

A LONDON cable says the Hudson's Bay Company is paying no dividend this year, owing, chiefly, to the poor prices obtained at the fur sales. Seventeen shillings per share was paid last year.

THE price of flour having gone up, the Winnipeg bakers have decided to raise the price of bread. Fourteen loaves are now given for one dollar, instead of sixteen as formerly; and 16 wholesale, instead of 18.

PRICES at Brandon last week were: Wheat—Coming in pretty freely and bringing 65 to 68c; oats, higher at 25 to 30c; barley, for feed 30c; beef cattle, scarce and bringing 3½ to 4c; hogs, 4½ to 5c live weight; sheep, 5c live weight; eggs, 10c; butter, 15c.

THE following from the Minnedosa Tribune will show the value which the recent rise in wheat has been to farmers: John Orr and Robt. Kerr each sold 2,000 bushels of wheat this week and each cleared \$400 over the prices of last winter. Jhon Connell sold 1,000 bushels also, at an advance of 20 cents per bushel.

THE liabilities of Geo. Brownell, general merchant, of Neepawa, Man., whose assignment was reported last week, amount to about \$6,320. His own estimate of assets are: Stock, \$3,672; book debts, \$1,227; shop fixtures, \$225; lot and building, \$2,000. The stock is now being taken, and it may not come up to the figures given. The creditors hoped to make a satisfactory arrangement with Mr. Brownell, but this does not now appear probable, and the stock will likely be sold.

BRANDON Times:—A special meeting of the city council was held on Friday evening last to consider a communication which had been received from the Northwest Central Railway authorities, asking what the council would be willing to do toward bringing the road into the city. The letter stated that it would take about \$26,500 to build the necessary bridge for the road to come over the river. The matter was freely discussed and it was ultimately resolved that a committee be appointed to consider the communication and to make an offer to the company on condition that the shops and head offices and terminus be permanently located here. It was generally understood that it would not be advisable to offer more than \$25,000. The committee met on Saturday and a communication was sent to the company in accordance with the understanding arrived at in the discussion of the subject at the council. Should the company accept the offer made by the city it is altogether probable that a meeting of the ratepayers will be called to discuss the matter in all its bearings.

THE Regina Leader announces that the Long Lake Railway will be continued northward this season, probably as far as Saskatoon.

G. G. MILLS, late deputy attorney-general of Manitoba, will form a new law firm at Winnipeg, under the style of Mills, Elliott & Chaffoy.

F. OSBORNE, of Greta, Man., will start a German paper at Winnipeg, to be named *Neue Freie Presse*. In addition to the English journals, Winnipeg will now have two French, two Icelandic, one Scandinavian and one German paper.

D. D. MANN has been awarded the contract for building the proposed extension of the Manitoba & Northwestern railway for 25 miles beyond the present terminus of Langenburg. He will start work at once and as the contract calls for the completion of the work by August 15th, he will have to push it with considerable haste.

THE C. P. R. have followed the example of the St. P. M. & M. and have reduced their eastern passenger rates. First-class passenger rates from Winnipeg to all points east have been reduced \$3.64, making the fare \$39.90, instead of \$43.50 as heretofore. Second-class rates have been reduced \$1.75, making the fare \$34.40 instead of \$35.15. These rates only apply to the all-rail route, and to take effect June 1st.

A NEW special east-bound tariff on grain, flour, oatmeal, millstuffs, flax seed and potatoes in sacks or barrels from Port Arthur has gone into effect on the C.P.R. To Owen Sound and all points on the main line the tariff is 15c per hundred pounds; to points on the Central Ontario railway it ranges from 17½ to 23c; to points on Kingston and Pembroke railway 18 to 20c; to points on the Brockville, Teeswater, Elora, Orangeville, London and Prescott branches 15c; to points on the Canada Atlantic railway, 15 to 23c; to points on the Ottawa Valley section, 15 to 21c; to points on Credit Valley section, 15; to points on Quebec section, 19 to 22c; to points on Atlantic division 18 to 24c; to points on the Passumpsic division, Boston and Maine railway, 22 to 27c.

Free Press; THE Hon. Mr. Martin speaking of the R.R.V.R. rails yesterday, said they were coming via the lakes and Duluth. The C.P.R. wanted \$10 a ton to deliver the rails by the all rail route; while the Grand Trunk offered to carry them for \$9.50. The advantage of bringing the rails by all rail route would be that they would now have been here, and track-laying would be going right ahead. From a political standpoint this would have been an advantage, but the government decided that it would be in the interests of the province to delay tracklaying and effect a saving of \$8,000 to the province by bringing the rails by the lake route. The C.P.R. were asked with the Grand Trunk to quote a rate. They did and their rate was \$8.20 by rail and lake. The Grand Trunk rate was \$7.21 per ton, which includes 25 cents a ton for unloading at Duluth. The government properly accepted the lowest rate, and the rails are now on the way between Montreal and here. They will arrive early in June and tracklaying will be at once begun. Meanwhile the contractor, J. D. McArthur, will be busily engaged building the culverts. He will send out teams to begin work to-day.