

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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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 desks of the great majority of business men in the vast district designated above, and including northwest 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 13, 1894.

Manitoba.

Jas. McCann, hotel, Killarney, is succeeded by Samuel Rowe.

L. H. Fitzgerald, grocer, Winnipeg, has sold out to Harry Morgan.

Harry Howland, Beausejour, had his blacksmith shop burned down recently with all the contents. This is the second time within a year that his shop and tools have been destroyed by fire. The fire was caused by a smudge; no insurance.

A. Tumoth retires from the firm of Tumoth & Dagg, general merchants, of Belmont. Geo. Tumoth has entered into partnership with E. Dagg, and the business will be continued under the same firm name as formerly. The former announcement of the change in this firm was somewhat astray.

The Winnipeg wholesale drug firms of E. D. Martin & Co. and Bole, Wynne & Co. have notified their customers by circular of their intention to amalgamate on the 1st of January next, under the name of Martin, Bole, Wynne & Co. The officers of the company will be E. D. Martin, president; D. W. Bole, vice president and treasurer; J. B. Wynne, manager, and L. W. Leithead, chemist.

H. A. Mullins and John Wilson, stock dealers, have 1,000 hogs and 150 cattle, which they will ship on August 13 to Toronto. The hogs will be cured there for the old country market. Mr. Mullins says there are a good many hogs in the country, but the farmers are now too busy harvesting to take time to market them. The price of hogs is firm, prices being $\frac{1}{2}$ to $\frac{1}{4}$ higher than a few weeks ago.

Rapid City Reporter: After a continuous agitation by the Rapid City people for the past three or four years the establishment of a creamery has become an accomplished fact. Bousfield & Co., who have been operating at Douglas since last spring, have been induced to transfer their entire plant here. While their effort at Douglas was attended with consider-

able success, they felt the necessity of being located where cows were more numerous, hence the change to Rapid City.

The Dominion government has decided to set apart all heavily timbered lands in Manitoba west of the Red river as permanent timber reserves which will be conserved as sources of fuel supply for settlers. All timber lands not already taken up will be withdrawn from settlement whether held by the H. B. company or railway companies. Among the tracts already divided up and withdrawn from settlement are bush lands on the Turtle, Moose and Riding mountains, and in the Touchwood hills, besides other scattered patches of timber of less extent.

A. M. Nanton has been appointed receiver for the English bondholders of the first 100 miles of the Manitoba Northwestern railway, by the court of Queen's Bench, at Winnipeg. The appointment of Mr. Nanton means that he will be receiver for the portion of the road owned by the English bondholders. Montagu Allau, of Montreal, was appointed receiver for the whole road in June, 1892, and some complications may arise through the second appointment. Litigation is likely to follow between the bondholders of the first 100 miles of the road and the Allaus. At a recent meeting in London the bondholders decided to fight.

Alberta.

N. B. Heath, of Leduc, general storekeeper, has assigned.

Geo. Steele has opened a cigar and tobacco store at Lethbridge.

The log drive for the McLaren mill at Macleod has arrived down.

Carson & Shore, of Calgary, have opened a harness shop at Edmonton.

The Lethbridge and Cardstone telephone company has been incorporated.

Edmonton Bulletin: There was a slight frost in some very low sections on Wednesday night, Aug. 1; sufficient to damage beans and cucumbers. The gardens in town escaped injury.

A party of immigrants from Minnesota, bound for Edmonton, passed through Saskatoon recently. There were several families, with seven teams and covered wagons. They had driven the entire distance of 1,200 miles.

Assiniboia.

Stock yards and a cattle chute have been erected by the C.P.R. at Dundern station on the Prince Albert branch.

A new brick block is being erected at Moosomin on Main street by A. S. Smith, who intends it for a hardware store and work shop. It will be 28x80 in size, and is expected to cost in the neighborhood of \$5,000.

Grain and Milling News.

The proposed bonus to secure a flour mill at Elkhorn, Man., has been carried by popular vote. It is expected the mill will now be erected at once.

Manning's flour mill at Balmoral, Man., was burned to the ground on August 5. Loss, \$3,000; insurance, \$5,000. The fire started in the engine room, but when noticed was beyond control.

The annual meeting of the Dominion Millers' association was held at Toronto last week, and discussed the alleged discrimination in export freight rates from interior points in Ontario in favor of wheat as against flour. Determined efforts will be made to remedy this difficulty. The association elected as president Harold Bennett, of Fort Hope, and as treasurer, Wm. Galbraith, of Toronto.

J. McMaster & Co., dry goods, Perth, Ontario, have assigned, with liabilities of \$25,000 and assets of \$20,000.

Freight Rates and Traffic Matters.

The Montreal Trade Bulletin, of Aug 3, says: "In the Liverpool grain freights the market was dull with engagements at 1s, but firm to Glasgow and London, with business at 1s 3d to the former, and 1s 4d to the latter port. There has been considerable engagements of sack flour for Glasgow and London at 8s 9d and 10s, with only a small business for Liverpool 6s 6d to 7s. In provisions there has been a little doing in Montreal bacon and lard at 8s 9d to Liverpool and 15s to London and Glasgow. There has been a drop in cheese rates of 5s to Liverpool and Bristol, engagements being reported at 15s to Liverpool and 12s 6d to 15s to Bristol. London and Glasgow remain at 20s. There has been a shrinkage in the rates for cattle, engagements are understood to have been made at 30s Bristol, 40s to Liverpool and London and 45s to Glasgow. It is reported that space was taken to London at 37s 6d, which is 2s 6d better than last week. Liverpool space is quoted at 25s to 30s. There is more enquiry for hay room. Deals have been doing a little better, contracts having been made at 37s 6d to Liverpool. In canal freights the chief feature is the formation of the combine to put up rates from Buffalo to New York, which makes the freight on corn from Chicago to New York about 4c with charges, against about the same figure from Chicago to Montreal."

The Chicago Daily Trade Bulletin of August 4 says: Business with the railroads this week was slow, but rates were well maintained on the basis of 20c per 100 pounds for flour and grain and 30c for provisions to New York. Ocean rates were firmer and a fair business was done. The rate on flour to Liverpool was 21 $\frac{1}{2}$ to 21 $\frac{3}{4}$ c; wheat, 9c per bushel, and corn 9c per bushel. Provisions, 36 $\frac{1}{2}$ to 41 $\frac{1}{2}$ c per 100 pounds. Glasgow and Antwerp were about 1c over Liverpool rates. Through rates to New York were steady at 7c for wheat, 6c for corn, and 5c for oats. Flour rates via lake and rail were steady at 15c per 100 pounds. New England rates were steady at 3c per bushel for corn and 5c for oats. A fair demand existed for vessel room and lake rates were steady at 3c for wheat and corn to Buffalo, 2 $\frac{1}{2}$ c for wheat to Kingston and 3c for corn to Port Huron.

The Duluth Market Report of Aug. 4, says: Charters on wheat have been made at 1c per bushel to Buffalo during the week, the most of the business having been taken by liners. Coal freights have advanced to 40c per ton for soft coal. The ore rate from this point remains steady at 60c per ton, but the rate from Marquette shows a slight advance. The Kingston rate on wheat is steady at 2c with little doing. Recent events in connection with the dissolution of the pooling agreement that has hitherto existed between the various lake and rail lines suggests possible demoralization in the package freight traffic, especially on export business. Lumber charters are still being made at \$1.62 $\frac{1}{2}$ per 1,000 feet to Lake Michigan and Lake Erie points.

Turpentine Combine.

Recently it was reported that the turpentine men in the South had organized a combine with a view to advance prices. Advice from Savannah state that this combination is formally seeking incorporation, with a capital stock of \$10,000 in shares of \$100 each. The reasons given for the combine are to encourage "secure unity of action among those engaged in the manufacture, handling and sale of naval stores, thereby regulating the trade, developing the business, controlling the output, etc." Among other things mentioned is the fixing of wages. The plea of the projectors in asking for these powers is that they desire to protect themselves and others "from combinations, trade speculations and other practices whereby it is rendered impossible to carry on the business at a fair profit."