

# 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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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 a great majority of business men in the vast district described 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, APRIL 29, 1895.

## Manitoba.

Winsor McCamon, general store, Binscarth, has sold out to G. Dunlop.

Mrs. R. E. Carr, photographer, Winnipeg, is retiring from business.

James A. Ovas, dry goods, etc., Brandon; chattel mortgage foreclosed.

There are about a dozen new buildings in course of erection in Selkirk, says the Record.

A. C. MacKay, manager of the Hudson's Bay company's store at Deloraine, died suddenly on April 23.

The tender for groceries for the Winnipeg general hospital has been awarded to the Hudson's Bay Company.

The proprietors of the Brunswick hotel, Winnipeg, have decided to put about \$3,000 worth of improvements on their building, including a stone foundation.

Five tenders for the paving of Notre Dame Avenue, Winnipeg, from Charlotte street to Ellen street were opened, and that of the Crystal Ice Co. for \$2,422 was recommended as being the lowest.

The partnership existing between S. A. D. Bertrand and Horace Wilson, trading as Wilson & Co., wholesale paints, etc., has expired by effluxion of time. The business is being wound up.

The Manitoba Building Paper Co., represented by Merrick, Anderson & Co., will put their mill in operation in Winnipeg for the season early in April. This is a home industry which is deserving of encouragement.

The amalgamation of the two Winnipeg wholesale stationery houses of Parsons, Bell & Co. and O'Loughlin Bros., & Co. takes place on May 1. M. R. O'Loughlin is withdrawing from active connection with the company and will move to New York shortly.

The St. Boniface town council contemplate granting \$95,000 in bonuses to industrial enterprises this year. A by-law to grant \$16,000 to Adolphe Turner & Co. for the erection and operation of a flour mill, is one of the schemes on foot, and another is a bonus of \$10,000 to Winnipeg parties who purpose starting a shoe factory and tannery.

W. F. Henderson & Co., wholesale commission, Winnipeg, have moved to the Gerrie block, Princess St. Some of the special lines handled by this firm are: the Reindeer brand of condensed milk, condensed tea and

milk, and condensed coffee and milk, put up all ready for use. These goods are much esteemed in the west. The "Rex" brand of canned meats, handled by W. F. Henderson & Co., are also having a large sale.

Thos. Davidson & Co., of Montreal, say by a circular recently sent out that they have opened a branch of their business in Winnipeg, under the charge of Merrick, Anderson & Co., and purpose carrying a full stock of pressed, pieced and japanned tinware, wire goods, tinnery's trimmings, &c. They are now successfully manufacturing granite ware, both mottled and white, and will also carry a stock of the goods in Winnipeg.

The Gurney Stove and Range Co., limited, is applying for incorporation in Manitoba, to deal in stoves, ranges, hardware, scales, metals, etc. Capital stock \$50,000. The company will assume the business in Manitoba of the Gurney Co. of Hamilton. The names of the applicants are: Charles Gurney, John Henry Tilden, Oswald Gurney Carscallen, Henry Gurney Carscallen, of Hamilton, and James Burridge and Isaac Walter Martin, of Winnipeg.

## Alberta.

The Walrond ranch is shipping a carload of heavy draft 5-year-old geldings to Montreal.

## Northwest Ontario.

There is considerable talk at Rat Portage of the town putting in a waterworks system.

The Rat Portage council gave the first reading to a by-law to raise by debentures \$10,000 for local improvements.

The Canadian Pacific Railway has issued two new tariffs governing shipments of freight to Rainy Lake, one from Rat Portage and the other from Duluth via Port Arthur.

It is rumored that work on the dam being erected by the Keewatin Power Company will be shut down at the end of the present month. The company have the work sufficiently advanced that they can supply power as soon as there is a demand for the same.

A telegram from Port Arthur on April 24 says: Navigation is now open. The ice has moved so that the channel to Duluth is clear. The Thunder Cape entrance is still blocked. The tug Merrick passed through the St. Mary's river, arriving at Sault Ste. Marie yesterday, opening navigation for Lake Superior.

Another meeting to consider the establishment of a pulp mill was held at Port Arthur last week. A letter from a practical mill man was read, giving the information that the machinery for a 25 cord mill will cost \$24,000 exclusive of the cost of building. It was decided to advertise the resources of the district among the paper makers.

## The Hudson Bay Railway.

Various rumors have been circulated this week as to the renewing of operations on this road, and of assistance promised by the Dominion government. One rumor is to the effect that the government will do nothing until the liabilities of the promoters to English firms for rails have been in some way removed. This deal for rails in England is one of the several disgraceful transactions of the Hudson Bay railway promoters in the past, and the government should certainly see that it is cleared up before granting further aid. The liability of the company to this province amounting to about \$300,000 should also be adjusted. Any further grants toward the enterprise should be carefully safeguarded to prevent the enrichment of private persons at the public expense.

## Smuggling Cattle.

The Commercial stated last week that it was probable that the reports of exports of cattle from Manitoba to the United States had been exaggerated, as we could not see how cattle could be shipped to the States from here profitably, owing to the duty and quarantine. In addition to the duty on cattle going into the United States, there is a quarantine of 90 days at the boundary. The latter regulation is really a greater hindrance to an export trade from Canada than the duty.

On enquiring into the reports of exports of cattle from Manitoba to the States, we learn on reliable authority that quite a little export trade has been going on ever since last fall; but the cattle have really been smuggled into the States. The cattle have been bought up by buyers from the other side, at points in Manitoba near the boundary, and they have been quietly driven across the boundary. It is estimated that about 1,000 head of cattle had been taken over in this way. Now that the authorities have got onto the business, it will be put a stop to.

## Refrigerator Car Routes for 1895

The Canadian Pacific Railway Company is arranging for a very extensive system of handling dairy produce and perishable goods by refrigerator cars in Manitoba this year. Last year the only regular refrigerator car route was on the main line west from Winnipeg to British Columbia points. This year a number of routes have been decided upon. Commencing on May 14 and every second Tuesday thereafter a refrigerator car will be run from Napinka to Winnipeg via Deloraine and the Pembina Mountain branch, for the purpose of picking up dairy produce and other perishable goods along the route. Commencing May 21 and every second Tuesday thereafter a refrigerator car will be run from Napinka to Winnipeg via Souris and the Southwestern or Glenboro branch. Commencing May 13 and every second Monday thereafter a refrigerator car will be run from Broadview to Winnipeg over the main line west. A refrigerator car will leave Winnipeg on May 16 and every Thursday thereafter during the season for the coast. Goods from this car will be delivered at points west of Dunmore to the coast.

The rate over the two branch lines and the main line to Winnipeg for this refrigerator car service will be 10c per 100 pounds extra, and from Winnipeg to points west of Dunmore, 20c per 100 pounds extra over the ordinary rates, to cover cost of icing.

In addition to the routes named, the company contemplates establishing a refrigerator car service on the Edmonton branch, if arrangements can be made for ice, etc., providing there is a reasonable amount of business offered.

It is to be hoped the merchants will patronize these refrigerator cars, rather than send butter and other perishable commodities by regular freight. In warm weather the damage to butter when shipped even a very short distance, is often very great, and for the slight extra cost it will not pay to take the risk of sending by ordinary freight.