

The Commercial

A 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 Colum-
bia 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 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, 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, DECEMBER 23, 1891.

1892.

THE COMMERCIAL did not wish its readers a Merry Christmas in its last issue, but this was not because we desired anything different. There are few if any other communities in a better way to enjoy a Merry Christmas than are the people of Western Canada. In this land, where poverty is unknown, and where prosperity prevails, the conditions are favorable to the thorough enjoyment of the holiday season.

Before another issue of THE COMMERCIAL goes out, we will be writing January, 1892. The year now closing has been one of prosperity in Western Canada. Crops have been enormous; railway construction and other work in the direction of opening up and developing our great heritage have progressed favorably; we have suffered no serious setback in any direction, while we have made solid progress in many ways. Our granaries and warehouses are full to overflowing with wheat, of which millions of bushels remain yet to be marketed. The immediate outlook is therefore favorable. A steady stream of grain will be coming to market almost until the next crop is ready to harvest. Altogether the year 1891 has been a prosperous one. THE COMMERCIAL wishes its readers a like year of prosperity for 1892.]

Manitoba.

Titus & Son have opened a hardware store at Napinka.

N. H. Jackson, drugs, Winnipeg; sheriff in possession.

B. Hallonguist, general store, Oak Lake, has opened a branch at Oxbow.

Hunter & Moore, of Crystal City, have opened a branch store at Cartwright.

Geo. A. Hogarth, general storekeeper, of Minnedosa, has moved to Melita.

A. B. McLeod, agricultural implements, Brandon, has formed a partnership with Hanley & Clegg.

Mario Robert, dry goods, boots and shoes and fancy goods, St Boniface; selling out by auction, on the 28th inst.

A. M. Herron, confectionery and fancy goods, Deloraine, has opened a branch at Napinka, under the style of Herroa & Co.

Since the opening of the Northwest Central railway, several parties have been looking for openings in business along the line. Hamiota is one of the attractive points.

The first new season calendar received at THE COMMERCIAL office comes from W. N. Johnson & Co., wholesale leather, harness goods, etc. It is a fine hunting scene.

THE COMMERCIAL has received a handsome holiday greeting card from J. D. Roberts, who handles the manufactures of the Pure Gold Manufacturing Co. in the west.

The number of threshers in the Brandon district may be imagined from the statement, that one Brandon firm of machinists has repaired over seventy-five threshing outfits this season.

The stock of dry goods and fixtures of Mrs. Robert, of St. Boniface, will be sold at a rate on the dollar, by public auction, on Monday, the 28th day of December, 1891, at Winnipeg. Stock, \$1,615.89, and fixtures, \$319.75; total, \$1,935 64.

All arrangements for the Northwest Commercial Travellers Association annual dinner have been completed, and it will be held at the Clarendon hotel, Winnipeg, on Tuesday, 29th December. The annual gathering for the election of officers took place on Saturday evening.

A number of Nepawa farmers have decided to go into sheep raising to a larger extent than heretofore. To meet the demand W. J. Hamilton is importing a car load of choice sheep from the east which is expected to arrive this week. This is a right move, and one which should pay. Manitoba should be exporting instead of importing sheep and mutton.

The Manitou Mercury says: "A couple of threshing outfits arrived by train this week, one for F. Windsor, of Ruttauville, and the other for Sprung & Co., of Kalidea. Usually the purchase of a threshing outfit at this time of year would be considered a wild investment, but this season it seems to be all right, as the bulk of the crop still remains to be threshed."

The stability of Winnipeg and Manitoba is attested by the opening of new financial concerns here. A few years ago the eastern financial concerns were withdrawing their agencies here, but now this is reversed. The latest bank to move in opening a branch here, is the Hochelaga Bank, of Quebec province. Premises have been secured on Main street, Winnipeg, adjoining the Commercial Bank, and a branch will be opened next month. Mr. Boire, late manager at Three Rivers, Quebec, will be in charge.

The Department of the Interior has notified the Dominion lands commissioner, at Winni-

peg, that a sale of school lands will be held in this province in January and February. The lots offered will be disposed of by auction in a manner similar to the sale held a few years ago. Particulars may be got on application to the Department of the Interior, the Dominion lands commissioner, or the Dominion land agents. Places and dates of sales have been fixed as follows: Morden, January 30th; Pilot Mound, January 15th; Deloraine, January 20th; Glenboro, January 22nd; Portage la Prairie, January, 27th; Minnedosa, January 29th; Brandon, February, 3rd; Winnipeg, February 5th.

Saskatchewan.

A Battleford correspondent says: So far there has been very little snow and chinook (wam) winds played havoc with what there was. Stock is running over the prairie still and in excellent condition.

In consequence of the increased business since the completion of the railway to Prince Albert the Moore & Macdowall sawmill company will this year increase their cut of logs to five times the usual quantity. Employment to about seventy five men is given by the firm of Moore & Macdowall in the lumber woods north of Prince Albert, and this number is being daily increased. A gang of men started last week to clear and make passable for rafts of logs a creek on one of the northern limits. They will be accompanied by a novel camp, being a box eight feet wide by ten feet long and six feet high constructed upon sleighs. All the necessary equipment for a lumber shanty, consisting of stove, table, bunks, etc., is arranged within the moving house, which will follow the men as the work of clearing proceeds, and they will thus have the comfort of a house every night.

St. John and the Grain Trade.

Observing the hundreds of carloads of western grain that have passed through St. John, N. B., within the past few weeks, bound for Halifax, there to take ship for Europe, members of the board of trade in the former city have been considering ways and means of securing the shipment of some of this western grain at their own port by vessel. Halifax has elevator facilities, St. John has not. The question with St. John men now is whether to get elevators or something that will replace them.

A scheme has been propounded by Robert Cruickshank, which is considered feasible and is not costly. It is to extend the C. P. R. track west of the suspension bridge to curve through the asylum grounds, and follow around the side of Lancaster Heights down to the old Clark mill. Thereabout the river bank is high, and the water deep; berths could be readily made there to accommodate two large steamers at once. The railway track extended around the side of the hill would be at an elevation of between 60 and 80 feet above high water, and at a small cost shutes could made that would carry the grain down over the hillside to the steamers as rapidly as it could run from the cars. This would be a much cheaper way than handling the grain with an elevator.

Lake Superior is still open, though of course the "Soo" Canal is closed. Steamers are passing occasionally between different points on the lake. A steamer was to leave Port Arthur for Duluth on Saturday.