

THE COMMERCIAL

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or which profess to express the opinions of this
journal, will not be inserted.

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D. W. RUCHANAN,
Publisher.

The Commercial certainly enjoys a very much
larger circulation among the business community
of the vast region lying between Lake Superior
and the Pacific Coast, than any other paper in Can-
ada, daily or weekly. The Commercial also
reaches the leading wholesale, commission, manu-
facturing and financial houses of Eastern Canada

WINNIPEG, FEBRUARY 25, 1899.

Winnipeg Board of Trade.

A largely attended special general
meeting of the board of trade was
held in the board room on Tuesday
afternoon.

At the outset the president of the
board, Mr. E. L. Drewry, in opening
the meeting took advantage of the op-
portunity to thank the members of the
board for the honor they had con-
ferred on him by electing him to the
position he was occupying. He prom-
ised, as far as was in his power, to do
everything that lay in his power to
advance the interests of the city and
to justify the confidence they had re-
posed in him. He then stated that the
meeting was called for the purpose of
discussing the Kettle River Valley
railroad charter and as there was no
motion before the board he threw the
meeting open for the discussion of the
subject.

Some confusion was created at first
by the members being undecided as to
how the subject should be introduced,
but Mr. R. J. Whitla finally moved,
seconded by Mr. D. W. Bole, that

"Whereas it is probable that an ap-
plication will again be made at the
coming session of the Dominion parlia-
ment for a charter for the Kettle River
Valley railway company, which,
if granted, will divert the trade of the
Boundary Creek district of British
Columbia into the United States. And
whereas the avowed purpose of the
large grant of public money in aid of
the Crow's Nest Pass railway was to
conserve the trade of Southern Brit-
ish Columbia for Canada, be it, there-
fore, resolved that this board re-aff-
irms the resolution of its council upon
this subject, passed at its meeting on
March 18, 1898, which read as follows:

"Whereas this meeting understands
that the C. P. R. Co. and Kettle River

Valley company are both proposing to
construct railroads into the Boundary
Creek district, B. C.

And whereas it is the opinion of this
meeting that the construction of a rail-
way by the Canadian Pacific Railway
company will result in conserving the
trade of said district for Canada.

And whereas it is evident that no
matter for what purpose it is urged
that the Kettle River Valley company's
line is to be built, the result would be
the taking of ores from Boundary Creek
district, to Northport or Spokane, U. S.,
for smelting, and also in supplies being
taken from the United States to Cana-
dian territory.

Be it resolved that this meeting recom-
mend that, provided the Canadian Pac-
ific Railway company is prepared to
construct a line covering practically the
same ground as that of the Kettle River
Valley Co.'s road (but not entering
American territory) and on the same
terms as to aid, time of building and of
Government control as to rates, the
Canadian Pacific Railway Co. be given
the preference over the proposed Kettle
River Valley Railway Co.

The mover and seconder ably sup-
ported their motion, but it became
evident at an early stage in the meet-
ing that the consensus of opinion was
strongly against the motion. Vigorous
speeches were made against the mo-
tion by A. Strang, A. B. Bethune,
John Russell, J. H. Ashdown, R. L.
Richardson, R. W. Jameson, and J. H.
Brook, while A. M. Nanton and J. B.
Somerset spoke briefly in favor of
the motion. Finally, after the most
heated debate which has occurred in
the board of trade for many a day,
the following amendment, moved by A.
Strang and seconded by John Russell,
was carried by a large majority:

"That whereas the board at the
time of the disallowance of Manitoba
railway charters, took strong grounds
against such action and interference
and advocated freedom in railway
building and opposed interference from
outsiders in the purely local affairs
of the province.

"And whereas this railway is local
to the province of British Columbia,
this board considers that it should
not in any way interfere to prevent
the fullest and most free development
of that province by opposing free rail-
way intercourse of that province with
the adjoining states at whatever
point may be found advantageous to
the said province.

"Therefore this board desires to be
placed on record as strongly in favor
of granting a charter to this rail-
way, particularly as it is proposed to
build the road without any aid from
the public."

Business at Vancouver.

Vancouver, Feb. 20.—Provision mer-
chants report a practically unchanged
market last week, the only items of
interest being the consignment of San
Francisco grass butter to the Victoria
market which sold retail at 65c, and
the heavy consignment of a splendid
lot of Washington ranch eggs which
were jobbed at 24 cents. The price
of eggs is much lower, and from this
out eggs will be a cheaper commodity,
as mild weather has set in in British
Columbia, and the ranchers are becom-
ing heavy producers. Potatoes are
becoming very stiff in price. It is
impossible to secure Ashcroft pota-
toes. Naval oranges are a trifle cheap-
er. Business continues very good. The
building boom continues in Vancouver.
Sash and door factories cannot be-
gin to fill orders, and two new brick-
yards are being established. Business
premises continue at a high premium
for rentals. A large number of Van-

couver citizens, including the mayor
and council, the trades and labor coun-
cil, and all residents of the west end,
are indignant at the action of the
Canadian government in leasing Dead
Man's Island—a picturesque adjunct to
Stanley park property—to a Chicago
firm for the purpose of erecting a saw
mill thereon. Those in the extreme
east, who are not so much affected by
this desecration of Vancouver's beau-
tiful preserve, refer to the fact that
800 men are to be employed in the
mill, which will be a great advantage
to Vancouver. The mayor and coun-
cil are indignant, as the city were
themselves trying to secure the island
to prevent a consummation of the
very thing that has happened. The
bulder of the mill is Mr. Ludgate,
formerly of Peterboro, Ont. He is
backed by the First National bank,
of Chicago, the Ross-McLaren mill,
which has been idle for years, is also
being repaired for active service. A
syrup refinery which will handle the
sugar of the British Columbia refin-
ery, will start operations in twenty
days. The Australian steamships are
to be replaced by much larger and
more modernly constructed steamships
as the present ships cannot handle the
trade. More freight boats are being
put on between Vancouver and Vic-
toria. These and other indications,
point to the promise that the danger
from too rapid increase in the city's
population will be at least in a large
measure modified.

Teas Very Strong.

Tees & Persse, wholesale brokers,
Winnipeg, have received advices from
Dodwell, Carilli & Co., Colombo, Ceylon,
regarding the tea market. When the
good quality of the 1898 crop be-
came known by buyers, prices firmed
up from the low level established in
June last, and prices had an upward
tendency for some time. The demand
has been large, even to the extent
of being in excess of the supply at
Colombo, while the extension of the
industry of tea production has been
checked by the unprofitable nature
of the business for many of the tea
planters.

A later report of Dodwell, Carilli
& Co. say: "Our market is very
strong and the demand is active from
all places. How long this is going to
last of course we cannot say, but at
the same time we candidly believe
that the supplies of Ceylon and In-
dian teas, combined, are short of re-
quirements, and it behoves all hold-
ers of teas to be stiffer in their
ideas."

Writing to Tees & Persse a few
days later, dated Colombo, Jan. 17,
Dodwell, Carilli & Co. say: "Without
wishing to appear sanguine we earn-
estly believe ourselves that a more
favorable opportunity for the pur-
chase of tea has not occurred for a
considerable period. We believe that
the time has arrived when consump-
tion has overtaken production. Sup-
plies from India are very little in
excess of last year; our production is
progressing but very moderately, the
gardens at the moment are making
no increase and from everywhere, in-
cluding London, we hear that deliv-
eries are heavy."

Black—"I hear that Jones has left
the bank!"

White—"Yes; and from what I
heard that was all he did leave."