

# THE COMMERCIAL

The recognized authority on all matters pertaining to trade and progress in Western Canada, including that part of Ontario west of Lake Superior, the Province of Manitoba and Western Ontario and the Territories.

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The Commercial certainly enjoys a very much larger circulation among the business community of the west than any other paper in the Canadian, daily or weekly.

The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Western Canada.

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D. W. BUCHANAN, Publisher.

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## A CUT IN WHEAT FREIGHTS.

On Tuesday the Canadian Northern Railway company announced a reduction in its rate on wheat from Manitoba points to Port Arthur. The reduction is one of 2c per hundred, which makes the rate from Winnipeg 10c per hundred, and from other points in Manitoba in proportion, according to the fixed standard adopted by the railways. The local government claims the credit for this reduction, as it passed an order-in-council in July directing the Canadian Northern company to make the cut. Its authority for passing the order is obtained under the agreement entered into at the time of the Northern Pacific purchase. This reduction places the Canadian Northern on wheat rate 4c below that of the Canadian Pacific road as a difference of 2c already existed since the cut made last year. There is much conjecture as to the probable action of the Canadian Pacific railway in this matter. A difference of 4c between the two lines is one which will surely not be allowed to continue very long, as the Canadian Pacific will hardly consider it good policy to maintain such a discrimination against its own territory.

## NORTHWESTERN ONTARIO.

There has been talk in some quarters lately of making a change in the boundaries of Manitoba and Ontario so as to add all that portion of the latter province lying west of Lake Superior to Manitoba, thereby giving Manitoba direct access to the sea. This is not a new one, but it seems to have gotten a new lease of life. It is hardly likely to become a live issue and much less likely to become a reality. The present arrangement seems to be a fairly satisfactory one and it makes very little practical difference where the provincial boundaries are located. The only good reason advanced for the change is that it would place the towns in the region affected nearer the capital of their province and thereby reduce the expense of travelling to people who have business with the government. There are many people in Northwestern Ontario who have dreamed of a separate province in years to come and these would never consent to the proposed change.

## ONTARIO FISH IN MANITOBA.

J. J. Philp, Dominion fish inspector for the Winnipeg division is now in Ontario for the purpose of giving fish growers information about the western markets. He spoke before a meeting

of fruit men at Chatham recently and gave his audience some wholesome advice. Shippers were strongly urged to remember that cheap stuff had no shot in the west. Fruit to sell well must be good stock and properly packed. The idea that culls would sell as well as anything else in this market must be abandoned. Hitherto the British market has got what it wanted and the Northwest got what was left. Mr. Philp expressed the opinion that it would be impossible to glut the western market with fruit of the right quality.

It is to be hoped that Mr. Philp will succeed in improving the trade in fruit between Ontario and Manitoba. He is well qualified to speak upon this subject, as his knowledge of it extends back to the earliest days of the trade in Winnipeg. Many attempts have already been made to give Ontario fruit a standing in this market, without much success. Its quality is such that extra care must be used in packing and transporting it, which things neither the shipper or railway company have heretofore been prepared to give. Every year this market is visited by eastern

## POOR FRUIT.

Some British Columbia and Ontario plums were received at Winnipeg this week. Their condition illustrates what is said in another article in this issue regarding Ontario fruit. The B. C. stuff had to be sold for barely enough to pay express charges. That from Ontario, as in a condition bordering on rotteness. While there is a great deal of sympathy here with the efforts being made to introduce Canadian fruits there is no disposition to encourage shippers to risk such losses as were made this week, and until the fruit can be laid down in condition there will be no profitable business done.

## COMMERCIAL JEALOUSY.

A New York gentleman who is largely interested in the Marconi Wireless Telegraph company, throws light upon the efforts of the enemies of that system to discredit it in the eyes of the world, in the following statements to the Wall Street Journal:

"The Wireless Telegraph system, during the recent international yacht races, was put to the severest test that it has ever been subjected to.



(Amateur Photo by G. A. Slater)

## WOODLAND SCENE ON RED RIVER, NEAR WINNIPEG.

fruit men, who profess to know all about this subject off hand and who roundly denounce the western wholesale trade for not handling more Ontario fruit, asserting that it is wholly because these jobbers do not know how to handle fruit that they have not been able to place Ontario stuff in the hands of the consumer in good shape. Having thus arrived at what they consider to be the real nature of the case these enthusiasts set out to capture the entire trade of the west for Ontario fruit. As a rule, about one season is all they want of such campaigning. The seasoned Winnipeg jobber, who has time and again had his own little experiences of the same sort, is eventually called in to clean up the wreck, and California, Oregon and Washington continue to supply this market with fruit.

No one who has any knowledge of the subject will deny that Ontario produces a splendid quality of small fruit and western consumers would probably give it the preference if the stock were obtainable in as good condition as when picked. The trouble is largely, just as Mr. Philp hints, in the packing and transportation. When these are made right the business will begin to assume respectable proportions. There is certainly no lack of willingness and ability on the part of the Winnipeg jobbers to handle the trade as soon as the goods are forthcoming.

by reason of the efforts of its rivals to break down the system, and to prevent the successful operation of the temporary station on board the steam yacht Chetolah. One of the directors of the company on board the Chetolah during the races, was mandated to make this statement in regard to the method adopted by one of the rival organizations:

"One of the rivals persisted in keeping his boat close to the Chetolah and in making every effort to 'jam' the Marconi system. It was as despicable an act as that of cutting land telegraph wires to prevent messages going through. In this case, however, the effort was a failure. Another rival evidently had constructed a mechanical circuit breaker for the purpose of creating a bedlam of electric waves, these efforts also failed of their purpose."

The station of the Marconi company, erected at Jamaica, L.I., for the purpose of receiving reports of the yacht races, during the first day of the races, was inundated by a perfect flood of other waves coming from at least seven stations in active operation. By means of a recent invention of Mr. W. W. Bradford, chief engineer of the company, it was possible to switch off these impulses from the Marconi receiver to a separate receiver, by means of which they became perfectly audible to an operator who was prepared for the purpose of observing the effect of the rival companies' efforts to block the Marconi system. This, during the first two days of the races, did not seriously impede the receipt of the Marconi messages, but on the third day, the rivals of the company having failed utterly to secure any messages, installed more powerful apparatus and devoted their entire energy and time to the willful and malicious attempt to im-

pede and destroy; if possible, the Marconi reports. In this they were partially successful, but upon the fourth day of the races, the Marconi system was attuned to cut out the strengthened waves. The result of this was to render definitely all attempts to block the Marconi messages.

"Electrical disturbances in the atmosphere, even now, temporarily disfigure the cable system, and the fact that certain periods have succeeded in temporarily interfering with Marconi system is not more an evidence of the failure of the latter than the temporary suspension of cable traffic is of the failure of the cable."

## CLERGEU INDUSTRIES AT SALT STE. MARIE.

A leading official of the Consolidated Lake Superior Co., has "sanded out" a statement giving the facts and conditions pertaining to the standing of the company as it is today, and has been for some time. This statement is intended to contradict the charges and statements which appeared in a series of articles published recently in the Philadelphia Public Ledger. It would seem that the articles referred to were intended to discredit the company's bonds, and, if possible, block Mr. Shields in his undertaking.

The following is the statement handed out by the officials of the company: The Algoma Central car shops are turning out eight cars per day for Canadian Pacific railway. The ground wood pulp mill is turning out 70 tons of pulp per day, while our sulphate mill is turning out 40 tons per day.

The Algoma iron works and machine shops employ 180 men per day. The Canadian Electro Chemical Works are producing 3 tons caustic soda and 2 tons bleaching powder daily.

The Soo sawmill is turning out 105,000 feet of lumber, and 25,000 lath daily.

The veneer mill is turning out 20,000 square feet of veneer per day.

The Goulay's sawmill is manufacturing 70,000 shingles and 20,000 lath per day.

The Algoma Central Railway and Algoma Central Steamship lines are in full operation.

The rail mill, Bessemer converters and blast furnaces are working hard to make iron and roll rails as soon as iron ore and coke are received.

The brick plant is turning out 16,000 pressed brick daily.

The company have 2,000 men in the woods cutting veneer logs, pulp, charcoal wood and sawlogs.

Fourteen hundred tons of iron ore are being taken from the Beton mine each day.

Fifty-eight men are employed at the Grace gold mine, and 60 men at the Gertrude nickel mine.

One hundred and twenty-five men are employed daily on the Fore Bay of the power canal of the Michigan Lake Superior Power Co., which will be completed not later than August 15.

The Tacona Water and Light Co. is in full operation, supplying water and light in the Canadian Soo, constantly employing 50 men, laying water mains, etc.

The two street railway lines and ferry boats are each carrying between 2,500 and 3,000 passengers per day. The reforestation plant manufactures 6,000 bushels of charcoal, ten tons of acetate of lime, 150 tons of wood alcohol and 500 tons of sulphur per day, and employs 50 men.

Construction on the copper-nickel converter, which is expected to cost 300 tons of nickel-copper ore per day, is being pushed by a gang of 30 men, and the plant is expected to be ready for operation by September 5.

Holidays interrupted with ore shipments from Rosebud, 1,000 tons; Le Roi shipped 3,510, Centre Star 1,650, War Eagle 1,050, Kootenay 570, Le Roi 2,210, total 20,000 tons. Ship 20,000 tons for the week, 6,500 tons to date 250,347 tons.

The canners of British Columbia wired the Dominion government last week asking that an order be issued prohibiting any further fishing for salmon in the Fraser river until the fall season. A reason for the request that the supply of fish is becoming exhausted and that unless those now fishing are allowed to reach the spawning ground in safety the supply of fish in later years would be impaired. The government refused the request until better reasons were proposed. The canners now claim that there is a total absence of fish on the spawning grounds this year.