

# 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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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, AUGUST 8, 1892.

## Pleased with the Country.

The Nebraska delegates who visited Manitoba and the Territories have made the following official report of their trip in the west:—

"Sixteen delegates left Norfolk, Nebraska, on the fifth of July under the guidance of H. H. Smith, Government immigration agent in Nebraska, and proceeded by Sioux City and St. Paul to Winnipeg. On the 8th of July, the day after their arrival, thirteen of them left for Brandon, arriving there the same evening. Here they were taken charge of by the town council and driven through the surrounding country, visiting among other places the government experimental farm. They expressed themselves as highly delighted with all they saw of the country and especially the experimental farm, where they were most courteously received and conducted over the farm by Mr. Bedford, the superintendent. They are of the opinion that this institution is of great practical utility as affording a thorough knowledge of the best methods of agriculture in that section of the country. At Brandon they were joined by the other members of the delegation and proceeded to Edmonton, Alberta, via Calgary. To this section of the country they gave their special attention and were enabled by the kindness of the mayor and corporation at Edmonton, and afterwards of Major Grisbach, commanding the mounted police at Fort Saskatchewan, who furnished teams for their conveyance, to see a very large portion of the country.

"The first day they were driven through the Sturgeon River country, visiting the farms of Messrs. Craig, George Sutherland and Whalen, where the growing crops gave ample evidence of the grain raising qualities of the soil. On the second day, leaving Edmonton early in the morning, the delegates proceeded via Sand Lake, across Stony Plains, returning by the north side of Big Lake and St. Albert to

Edmonton. The land in the Stony Plains district is unsurpassed in any country of richness of soil, and the delegation was astonished at the luxuriant growth there of the pea vine and wild vetch, as well as all kinds of wild fruit. Mention must here be made of a vast hay marsh, five miles in length, which stretches along both sides of Dog Creek on the west end of Big Lake, and will cut this year at least three tons to the acre of the very finest hay. Next morning the delegates left Edmonton in wagons provided by Major Grisbach of the N. W. Mounted Police, and drove through Fort Saskatchewan along the old Victoria trail, about eighteen miles east of the fort where they camped for the night. After examining the section in the vicinity next day they drove to the north-west corner of Beaver Lake, returning next morning to Fort Saskatchewan, thirteen quarter sections of government land being taken up by them in the neighborhood of Two Creeks and the Springs about two miles south of the old Victoria trail. In addition members of this delegation have bought a section and a half of land north of the Sturgeon river, and are taking up and purchasing four sections or more near Olds. Those who did not take up or purchase land, only two in number, were sent out as representatives of thirty families in northern and western Nebraska, and are making arrangements to return with these immigrants to the Edmonton district early next spring. In the opinion of these delegates the outlook for the farmer settling in the Edmonton district is a very bright one. Taking into consideration the natural resources of the country, its wonderfully rich soil, fine climate, wood water, coal and other minerals, and the fact that before long other railroads will bring it still nearer to market, the future of this district is absolutely assured, and the settler who comes in now is the one who will reap to its fullest extent the benefit of the development of this great country.

"In conclusion the delegates are desirous of expressing their great appreciation of the tact, zeal and business qualities of H. H. Smith, Dominion immigration agent in Nebraska, and of the thorough knowledge he possesses of the districts visited by them. The results of his labors are not as yet fully apparent, but will show themselves before long. Each delegate brought to him in this the first Nebraska delegation, will now become an active worker in the promotion of immigration to this country, and with his hand thus strengthened his success, cannot fail to be great; also of the great kindness and consideration shown them by the commissioner of Dominion lands, H. H. Smith, G. H. Campbell, Mr. Gordon and others in the same department, as well as by Mr. Hamilton, Mr. Griffin and all the members of the C.P.R. land offices.

"Signed on behalf of the Nebraska delegation: H. P. Moore, James Samis, W. Gilbert Mitchell Innes, James Gadsden, Earnest Mitchell Innes, members of the delegation."

## The Nicaragua Canal.

The starting point of the Nicaragua Canal, now in course of construction, is Greytown, on the Caribbean Sea, which has an excellent harbor at the mouth of the river San Juan. This it will be necessary to canalize for a distance of some twenty-nine miles, in order to render it navigable for vessels of deep draught. Lake Nicaragua is large and deep, and the source of the river, which carries its overflow into the Caribbean Sea in the east, being in the West brought into contact with the Pacific Ocean by a cutting of about twenty-two miles, the total distance from sea to sea is thus about 170 miles. It may be interesting to note that the Panama Canal itself will be about forty-seven miles in length, the Suez Canal being a little over 100 miles in length. The Nicaragua Canal will interest lines of steamers running to New Zealand, but chiefly sailing vessels and slow freight steamers which now proceed round the Cape of Good Hope or Cape Horn, and which do not, for obvious reasons, proceed via the Suez Canal;

but it cannot be compared to the latter as regards facilities to mail and passenger lines, such as the Peninsular and Oriental, British India, Orient, Messageries Maritimes, and many others, which run to the East Indies, China, Japan, and the Australian colonies. For vessels which, as a rule, go round the Cape, the new canal will be invaluable. The San Francisco grain trade with this country will, by this route, effect a saving of about 7,000 miles in comparison with the present track of vessels round Cape Horn, and likewise the traffic from British Columbia, which is now partially transmitted overland to New York, will effect a considerable saving in freight, if forwarded via the Nicaragua Canal. The outward passages to the English colonies, etc., is now performed by sailing vessels via the Cape of Good Hope, and the homeward passage is via Cape Horn, and the canal will be the means of saving on the outward journey between England and Melbourne 850 miles; between England and New Zealand, 2,420 miles; between England and Yokohama, about 1,000 miles. The saving on the homeward journeys from each of these places, as compared with the Cape Horn route, will be even greater. From Liverpool to Valparaiso, which is only approachable by direct vessels via Cape Horn, the curtailment would be about 2,600 miles this, however is not the only route to Valparaiso, as cargo is frequently forwarded via the Panama Railway, and from thence re-shipped to its destination. The mails would naturally proceed as usual via Suez. The distance saved from New York to San Francisco would be 10,080; to Behring Strait, 8218; to Alaska, 8618; to Hong Kong; 4103; to Yokohama, 6827; to Melbourne, 3290; to New Zealand, 5445; to Sandwich Islands, 7842; to Callao, 6979; to Valparaiso, 4050 miles; and from New Orleans to San Francisco, 11,005; to Callao, 7901; and to Valparaiso, 5975 miles.

## Trade Returns for July.

Following are the inland revenue collections for July, 1892, at Winnipeg:

Spirits .....	\$15,756 30
Malt .....	2,342 40
Tobacco .....	12,981 00
Cigars .....	515 70
License fees .....	1,005 00
Sundries .....	362 95
<b>Total .....</b>	<b>32,943 41</b>
Collections for July, 1891 .....	23,000 80
<b>Increase .....</b>	<b>9,942 61</b>

The following statement shows the value of goods exported, imported and entered for consumption, with the duty collected thereon, at Winnipeg during the month of July, 1892.

DESCRIPTION.	VALUE, 1891.	VALUE, 1892.
Exported .....	\$174,252 00	\$ 69,985 00
Imported, dutiable .....	172,117 00	194,920 00
"    free .....	62,662 00	36,031 00
<b>Total imported .....</b>	<b>\$234,779 00</b>	<b>\$221,551 00</b>
Entered for consump dut'ed .....	\$177,523 00	\$192,351 00
"    free .....	62,662 00	36,031 00
<b>Total for consumption .....</b>	<b>\$240,185 00</b>	<b>\$228,382 00</b>
Duty collected .....	51,275 79	63,476 44

## English Wheat Prices.

The sales of English wheat at the statute markets since harvest amount to 2,863,000 qrs as compared with 3,241,000 qrs last cereal year and 3,096,000 qrs in the season before last. If the sales had been heavy at the local exchange instead of being light, it is curious to imagine what the average would have been by this time seeing that it is, even as things go, down to 29s 3d or 29s 6d below the level of this time last year. Of course it is the imported wheat which has played all this mischief with English prices? Hardly the English wheat required to be supplemented by all the foreign wheat which we have received. The depression is directly due to the immense imports of foreign flour which have penetrated into every country and undersold the farmer in sight of his own homestead.—Mark Lane Express.