

THE COMMERCIAL

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The Commercial certainly enjoys a very much larger circulation among the business community of the west region by far than any other paper in Canada daily or weekly. The Commercial also reaches the leading wholesale, commission and financial houses of every city in Western Canada.

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LIQUOR ACT REPEALED.

The vote on the Liquor Act in Manitoba came off on Wednesday last, and resulted, as was generally expected, in the defeat of the measure. This prohibitory measure, which had not been enforced, the vote polled was 12,532 for and 18,295 against the Act, with a few places to hear him. This shows the large majority of 6,063 against the Act. While it was generally believed from the outset that the measure would not pass, the vote adverse majority is something of a surprise. Of course a large number of the temperance people abstain from voting, as the leading prohibition organization—the Dominion Association—urged the people not to vote; and even after making allowance for this split in the temperance ranks, the vote against the act comes as a surprise. Winnipeg city gave a very large majority against the act, and only all the provincial towns and villages gave negative majorities. Considerable work was done on the roads, the vote was larger than was expected, the vote will probably give a quietus to attempts at prohibitory legislation in Manitoba for some time to come.

New Style of Packing Apples.

An entirely new style of apple packing was in evidence this week in about 20 of the city and fruit stores in Winnipeg. Eben James, of Toronto, arrived in the city with two cars of Ontario apples in small cases. Each case contained four trays, which can be drawn out, displaying the apples in the fillers, similar to the fillers in the cases in cases. Mr. James says this is the first shipment of apples ever made in these packages. He says to think the demand for such cases can be used for any fruit, such as peaches, pears, etc., simply by changing the fillers to suit the size of fruit. The apples were placed on the cars by Taylor Brothers. Mr. James says the apple trade has had for the dealers this season, as they have to buy the apples on the sies. The crop was light, and the price below the average. High prices were paid for the apples on the sies, and after the apples had been taken in the orchards last fall, a great deal of the apples had been taken to the crop. Mr. James says the high to the dealers. Mr. James says that he had handled 40,000 barrels of crop, while in some years he has had over 100,000, which indicates size of the crop.

Year there were 87 new schools opened in the Northwest Territories.

GRAIN STOCKS AT LAKE PORTS.

Fort William.  
Stocks of grain in store at Fort William on Monday, the 31st ult., were as follows:  
Wheat—1 hard, 320,524 bushels; No. 1 northern, 1,914,057 bushels; No. 2 northern, 2,242,174 bushels; No. 3 northern, 91,911 bushels; other grades, 35,702 bushels; making the total of wheat 4,085,654 bushels.  
Oats—No. 1, 1,310,340 bushels; No. 2, 1,729 bushels.  
Receipts of wheat at Fort William during the week ending March 31 amounted to 80,224 bushels, and shipments to 4,484 bushels. Receipts of oats amounted to 5,975 bushels, and shipments, 3,434 bushels. Receipts of barley were 858 bushels and shipments nil.

Port Arthur.  
Stocks in store at King's elevator, Port Arthur, on the 31st inst. were:  
Wheat—No. 1 hard, 4,140 bushels; No. 1 northern, 51,317 bushels; No. 2 northern, 58,343 bushels; other grades, 137,669 bushels; and other grades.  
Oats—No. 2 white, 9,250 bushels; mixed, 14,733 bushels; total, 24,023 bushels.

Receipts of wheat at this elevator during the week were 10,712 and shipments, 3,725.

Stocks of grain in store at the new Canadian Northern elevator at Port Arthur on the 31st inst. are as follows:  
Wheat—No. 1 hard, 34,107 bushels; No. 1 northern, 70,015 bushels; No. 2 northern, 242,575 bushels; No. 3

Australia.....	13
Special service.....	12
Surveying service.....	11
Training squadron.....	4

The first-class battleships of the Royal Sovereign and Empress of India, type are about 13,150 tons displacement, and the battleships of the London, Magnificent, Formidable, Victorious, and Prince George class are about 14,900 tons.

Six first-class battleships with a gross displacement of.....	8,259
Two second-class battleships.....	11,112
Ten coast defence ships.....	13,255
Six first-class cruisers.....	58,778
Nine second-class cruisers.....	11,078
Five third-class cruisers.....	14,078
Fourteen second-class gunboats.....	3,031
Two third-class cruisers.....	5,800

The third-class battleships are all over 12,900 tons displacement.  
The total number of officers and enlisted men in the Russian navy according to the latest published accounts, is between 40,000 and 45,000. The fleet consists of six first-class battleships, the Borodino, Alexander III, and Orsk, have a displacement of 13,800 tons each, and carry four 12-inch, twelve 6-inch quick-firing and twenty 3-inch guns; the Orsk carries four 12-inch, sixteen 6-inch quick-firing guns, sixteen 3-inch quick-firing guns and thirty smaller pieces. The Retvizan, 12,700 tons displacement, carries four 12-inch, sixteen 6-inch quick-firing, and twenty 3-inch quick-firing guns, and the Dmitriy Donskoiy, 12,700 tons displacement, but will be of 10,000 tons more armament, but will be of 10,000 tons more displacement.  
These first-class battleships, although they are put on the official list of the Russian navy's fleet, are in the process of construction, and none had been completed on Jan. 1, 1901. Since that time

Two first-class battleships.....	12
Third-class battleships.....	6
Coast defence vessels.....	6
Armored cruisers.....	1
Protected cruisers.....	2
Gunboats.....	20
Other vessels.....	8

much progress has been made, several of the ships have been made available. The Retvizan, which is being built at the Cramp yards, will be ready for delivery to the Russian government on March 16.

The rest of the Russian fleet is composed as follows:

Second-class battleships.....	12
Third-class battleships.....	6
Coast defence vessels.....	6
Armored cruisers.....	1
Protected cruisers.....	2
Gunboats.....	20
Other vessels.....	8

According to published reports, there are in the British navy eighty-two vessels of more than 3,000 tons displacement, aggregating about 1,000,000 tons displacement. This includes the vessels in course of construction.

The tonnage of Japan's twelve vessels of more than 3,000 tons displacement is about 166,000 tons.

Russia.....	27
United States.....	27
Germany.....	15
France.....	15
Italy.....	15
Spain.....	15
Japan.....	15
China.....	15
Other countries.....	15

The United States has six first-class battleships in commission and twelve are in course of construction, and twelve are in reserve.

These are some of the fighting ships of the world:

Incom. Build- ing.....	12
Completed.....	12
Under way.....	12
On order.....	12
On hand.....	12
On stock.....	12
On loan.....	12
On charter.....	12
On lease.....	12
On hire.....	12
On sale.....	12
On disposal.....	12
On other.....	12

England..... 665  
Japan..... 285  
Russia..... 285  
France..... 285  
Germany..... 285  
United States..... 80  
This list includes cruisers, destroyers, etc.

New Steel Mills at Sault Ste. Marie.

Although start was made a few days ago at the plant at Sault Ste. Marie, Company, Sault Ste. Marie, Ont., it will be several months before the plant is in full operation. The Bessemer plant is situated on the mill site formerly in Danville, Pa. The machinery has, however, been entirely overhauled and repaired. The mill is now recognized by its former owners and much machinery has been added to the plant. The mill is the largest in the world, and the rolling mill department. Modern labor-saving devices as well as a number of original inventions have been put into its construction. The plant is laid out with a view to handling rails in 30 or 60-foot lengths, up to 85 pounds per yard, and structural material consisting of angles, channels, beams, Z-bars, etc.

Ground was broken for the plant in October, 1900. In the midst of what might be rightfully termed a wilderness and a dismal swamp. There was ground; it was low and swampy, and a fairly good sized stream had to be diverted from the mill site. The process of the construction of the mill is in the hands of the millwrights, the men on which the plant stands had to be practically made, in fact, what a few short months ago was looked upon as a barren, worthless waste is now a town of hundreds of happy and contented workmen and their families, as well as the location of the steel mill in the Dominion of Canada. The steel plant as a whole is far from completion, and it will probably be two or three months before the promoters can say that the plant is ready to have every department fully completed and in running order by early spring. The blooming mill is already in operation, in fact, most of its machinery is in place and has been tested, and is ready to start producing steel. The blooming mill is what is known as a 2-high, 32 inch mill and the roll mill is a 3-high 23 inch mill.

The company do not as yet manufacture pig iron, but the pigs used in the first steel came from the Midland furnaces and the steel produced at the Helen mine at Michipicoten, so that the first output is an entirely Canadian product. After the completion of the blast furnaces, the company will take the ore as it comes from the mines and convert it into the finished steel products. Two blast furnaces are under construction, the first one being about completed, and the second one for the second one will soon be in operation. The total capacity of the blast furnaces will be 1,100 tons of pig iron daily. The plant will also include two charcoal furnaces, two coke furnaces, and 200 coke ovens for iron and steel.

The British government has contracted with the Duke of Devonshire for 220,000 pounds of sliced beef and 500,000 pounds of sliced bacon in Canada. This is for the British army, and is supposed to be a single contract for canned meats on record.

A unique souvenir of the visit of the Duke and Duchess of Devonshire to Canada has been distributed by The Clearline, manufacturer of gloves, etc. This is in the form of a small silver piece about the size and shape of a silver dollar. Imbedded in this is a small coin engraved with the name of the Duke and Duchess.

Ex-Senator A. W. Ogilvie died at Montreal on Monday morning, after a brief illness. Deceased was one of the leading figures in the early life of the Dominion. He was born at St. Michael, Quebec, in 1829, and was educated at Montreal. He was taken into the flour milling business by his uncle, the late James Goudle. Mr. Goudle's retirement in 1854, was followed by the house of A. W. Ogilvie & Co., iron merchants and proprietors of the Glenora flour mills. In 1874, having taken in as partner his two younger sons, he retired from the business. He was succeeded by W. W. the latter brothers, John and W. Ogilvie, who were afterwards succeeded by the late James Goudle, who became sole proprietor. He was connected with many of Canada's leading financial and commercial companies.