

# THE COMMERCIAL

A Journal of Commerce, Industry, Finance and Insurance, devoted to the interests of Western Canada, including that portion of Ontario west of Lake Superior, the Province of Manitoba and British Columbia and the Territories.

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Office: 151 McDermot Street.

D. W. BUCHANAN,  
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 Canada, daily or weekly. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, JULY 9, 1898.

## RED RIVER NAVIGATION.

While the Dominion Government has refused to be influenced by all the efforts put forth to secure the improvement of navigation on the Red river, the United States government years ago carried out improvements to render the upper part of the river more valuable for purposes of navigation. Quite a traffic is carried on on the upper portion of the Red river, within the United States, including the handling of considerable quantities of grain. Elevators have been erected at some points on the river, for the purpose of facilitating the handling of grain to and from boats on the river.

The upper waters of the Red are not nearly as valuable for purposes of navigation as the lower stretch of the river in Manitoba. The removal of the impediment to navigation at St. Andrew's rapids, below Winnipeg, would open up a great stretch of navigable water, all within Canadian territory, beside which the upper portion within the United States might easily be classed as unimportant. The carrying out of this much needed improvement would result in the creation of a heavy traffic on the river and Lake Winnipeg, which would be of vast material benefit to a large section of Manitoba. The federal government can make much larger appropriations than would be needed for this work, for comparatively unim-

portant enterprises in the East, but neither Grit nor Tory government can be induced to undertake this much needed western improvement. Is it that western members have little influence at Ottawa or is it the belief that the party in power can always count upon carrying the west, regardless of policy?

## THE DAIRY MARKET

Butter manufacturers as well as merchants throughout the country who handle butter, seem to have had unreasonably strong ideas of the value of butter of late. It is true that the Winnipeg market throughout the later part of the winter and the spring, was in a very strong position, owing to the close manner in which the market was kept cleaned up all the time, but now that there is a large surplus of butter offering, the situation is quite different. It is possible that owing to the strong position of the market during the spring, many makers and holders of butter find it hard to realize that the situation is now different. Foreseeing this result The Commercial repeatedly in our weekly market reports, called attention to the changing condition of the market, and warned country buyers to reduce their paying limits. Notwithstanding this, we have advices from the country to the effect that in some cases merchants have paid too high prices for butter, and as a consequence they are loathe to part with the goods at present values. The Commercial was informed recently that merchants at one provincial point were paying 15 cents per pound for butter, while at the same time retail dealers in Winnipeg were buying butter from farmers in trade at 12 to 13 cents, and getting all they could handle. Of course they would not pay the commission houses as much in cash by about two cents as they could buy for in trade from farmers.

There has been no local demand for country shipments of butter for some weeks, as pointed out several times in The Commercial reports, owing to the fact that city retail dealers are being supplied direct by farmers. British Columbia markets have been overstocked by Ontario and Manitoba butter. In fact, British Columbia markets were getting overstocked with butter from Eastern Canada before Manitoba butter had begun to accumulate in shipping quantities in the Winnipeg market. Prices in the spring were comparatively higher in the Winnipeg market than at Eastern points, and as a consequence butter could be laid down in British Columbia markets from Ontario at a less cost than from here. Another feature in the British Columbia butter situation is the increase in the quantity of dairy butter offered by

British Columbia farmers this season. The quantity of this class of butter offered has been greater of late than ever before, and has had a very appreciable effect upon the market in decreasing the demand at British Columbia coast points for Manitoba and eastern butter. Factorymen and country dealers have also been misled by the publication of reports giving higher quotations at Montreal and other points than the market warranted.

All the points mentioned in this article have been referred to in the market reports given weekly in The Commercial, besides which reliable quotations have been given of the local market and also of the market at Vancouver, Montreal, Toronto and other points. Those who have followed these reports closely need not therefore be misinformed. From the impression existing at some points in the country, however, as to the value of butter, it would seem necessary to repeat these market features in if possible a more forcible manner than they were previously stated. For later information see our market quotations this week.

## The Winnipeg Industrial.

Every indication seems to point to the probability of this year's exhibition being a huge success. The grounds and approaches are in better condition than ever before. Considerable inconvenience was experienced last year owing to the fact that the buildings were not all connected by sidewalks. This has been remedied entirely. New sidewalks have been laid down wherever they were wanted and the old ones have been widened and improved. The city council of Winnipeg recognizing the importance of having the main approach to the grounds in condition to stand all weathers, has decided to have Dufferin avenue paved, so that should the weather prove at all unpropitious during the week the discomfort with which it is generally attended, will be reduced to a minimum. The buildings on the grounds too, have received considerable attention. The accommodation in the swine and dairy buildings and the dining hall has been doubled; and a good hearty meal will be obtainable without delay at the regular hours.

By means of advertisement the directors have obtained a good list of rooms that will be vacant in the city during Exhibition week, together with places where board and lodging can be had. Thus, should the hotels become over-crowded, the management will be able to furnish visitors with a copy of this list and save them the worry and trouble of hunting round for apartments.

An excellent programme of bicycle races has been arranged under the auspices of the C. W. A. including all distances from a half to three miles. The final event will be a road race from the exhibition grounds to Stony Mountain, which is about sixteen miles out of the city, and back, finishing on the track itself. This race will undoubtedly prove most exciting, as the winner receives a first-class '98 rac-