

THE COMMERCIAL

The recognized authority on all matters pertaining to trade and progress in 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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or which profess to express the opinions of this
journal, will not be inserted.

Office: 181 McDermot Street.

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

WINNIPEG, JUNE 24, 1899.

DOMINION DAY.

The Commercial will be issued on Friday next week, on account of Dominion Day holiday falling on our regular publication day. Advertisers will kindly send in their matter one day earlier than usual. To insure insertion, changes should be in by noon on Wednesday.

NEW TRAIN SERVICE.

The new train service which went into effect the first of the week on the Canadian Pacific railway main line and numerous branches, is a source of unbounded satisfaction throughout the West. It is simply far beyond expectations. We have now from ocean to ocean, through Canada, by all odds the best transcontinental train service on the continent. The "Imperial Limited" as the new Canadian Pacific railway transcontinental service is called, is something which this country has reason to be proud of. It is sure to result in a large increase in transcontinental travel of the better class. Tourists and others who travel for pleasure, will hardly fail to avail themselves of the superb service afforded by the Canadian Pacific railway when selecting a route for such a trip. Add to this the grandest trip on the continent in point of scenery, and there is nothing left that could be desired for the Canadian route. With a splendid trans-Pacific steamship service in

connection with the railway, and equal advantages compared with any other route for connection with Atlantic steamships, the Canadian Pacific railway should be right in the field for a large share of around the world travel.

The residents of the West who were here during the early days of the railways in this country, will feel specially gratified at the wonderful growth of travel here. It is not a great many years to look back to the opening of the Canadian Pacific railway through to the coast. During the few years following the opening of the road, those who had occasion to travel much will well remember how the transcontinental trains jogged along over open prairie or through the mountains, with often scarcely half a dozen passengers. The writer himself once travelled some distance on one of these trains, with only one other passenger as a companion in the first class coach. This one passenger, it transpired, was riding on a second class ticket. As he was the only other passenger on the train, he was allowed to invade the first class carriage, a privilege which he abused by smoking a horribly strong pipe, until called to task by the conductor, who remarked that the smoke might be offensive to the other gentleman. How things have changed in these few brief years. The lonely prairie now has a line of prosperous towns and villages along the railway, while comfortable rural residences abound. Evidences of advancement and civilization are to be seen on every hand. Now the transcontinental trains speed along with a full complement of passengers, local and through. While the splendid train service now provided is to some extent due to the favor with which the Canadian route is now regarded by tourist travellers, the great improvement is mainly due to the development of the country served by the road. It is but an indication of the general progress of the country. This is shown by the fact that the service on the branch roads, where tourist travel is not a factor, has been improved in keeping with the main line. As it is now, an excellent train service has been established on the branch lines as well as on the main line.

C. P. R. Changes.

Several official changes are announced in connection with the Canadian Pacific railway. Mr. Kerr, traffic manager at Winnipeg, goes to Montreal as general traffic manager. Mr. Shaw, chief clerk in the freight department, and Mr. Stitt, chief clerk of the passenger department here, receive well earned promotions, as assistant general freight agent and assistant general passenger agent, respectively.

Grain Inspection.

An informal meeting of the Winnipeg Grain Exchange was held in the board room on Monday to hear the report of Secretary C. N. Bell on the recasting of the grain inspection act at Ottawa. There was a large attendance and after Mr. Bell had reported, explaining in detail all the provisions of the bill as it now stands, a general and lengthy discussion took place when many questions were asked on points of detail in the bill.

At the conclusion of the meeting a resolution was passed by a unanimous vote of the exchange, expressing their hearty approval and endorsement of the general principles of the bill as amended.

Mr. R. P. Roblin and Mr. S. Spink then moved that a hearty vote of thanks be tendered the secretary, Mr. Bell, for his work in connection with the revision of the bill as made at Ottawa. Reference was made to letters received from eastern men expressing their admiration for the way in which he had handled the whole matter. The motion was passed unanimously and with loud applause.

The meeting then adjourned.

A Produce Exchange.

In response to the circular issued by Mr. C. C. Macdonald, dairy superintendent, about a dozen of the produce dealers of the city gathered in the board of trade rooms on Monday. It was the intention of the promoters of the meeting to have the fruit dealers as well, but apparently there was some misunderstanding as not a single representative of the fruit houses was present. At 8.30 Mr. Macdonald called the meeting to order and stated that a number of the produce men in the city had spoken to him about the present system of buying butter and cheese. They felt that something should be done to improve it. For his own part he had worked hard during the past few years to induce the factory men to make good butter and cheese, but his labors had been much hindered because there was no standard for either butter or cheese. When he went to a factory and found a man using poor color, poor salt and poor rennet, and said to him "you must not do so or you will not get a price for your cheese," the man laughed in his sleeve and told him he could and did get just as much for it as men got for the best. A case of this kind had occurred already this season, where a man had his curing room in bad shape and was using poor salt and bad color, yet last week he came into town and sold his cheese for the highest price going on the market. Matters had come to a point where, if there was not an improvement there would be some one else to do his work, as he could not allow his reputation to be further connected with such practices. The meeting was now in their hands.

It was moved, seconded and carried that Mr. R. A. Rogers, of the Parsons Produce Co., take the chair. Mr. Rogers, on taking the chair, stated that he was in sympathy with the idea of forming a produce exchange. The present system under which they were working was bad for both buyer and seller. The factories were small and far apart, and it was difficult and expensive to send men out to inspect the butter and cheese, and much of it was bought by wire-order, with the result that sometimes when it arrived at its destination it was unfit for sale, and was returned