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 the Territories.

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Advertisements purporting to be news matter, or which profess to express the opinion of this journal, will not be inserted.

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.

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D. W. BUCHANAN,
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PREPARED FOR VISITORS.

The wholesale traders of Winnipeg and business community generally have made fullest preparations for the entertainment of visitors next week. It is not anticipated that very much business will be done, but a general exchange of views on all business questions will be had, and the visitors will be given as good a time as possible. Travellers have been called in off the road, city warehouses have been put in apple-pie order, and all the clerks will have on their best company clothes and manners, in anticipation of a big string of callers. Many of the wholesale houses have issued special invitations to their customers and friends to visit them during the week.

THE SATURDAY HALF HOLIDAY.

A writer signing himself "Half-Holiday made a plea this week for a weekly half-holiday for clerks and storekeepers, which is worthy of consideration. The suggestion made is that after the exhibition the retail stores of Winnipeg close at noon on Saturday until the end of August. This may seem to be a radical suggestion, but it is a good one, and could be carried out if the merchants of the city would only make up their minds to do so. It it true, no doubt, that some transient trade would be lost to the stores were they closed on Saturday afternoon and evening, but the volume of this lost trade would not be so large as to much more than offset the difference in expenses and the gain in vigor and health to both merchants and clerks would, we feel sure, be well worth the investment. A good many people have already given up the practice of shopping on Saturday afternoon and evening in the summer months, and all could be educated to buy at other times if a little effort were made in that direction.

SENECA ROOT.

The seneca root situation is an interesting one at present. A state of nervous tension exists in the trade here, and it would not take very much to upsettle the market badly. Seneca closed very high last season, and the cold, wet weather which prevailed up to the end of June this year prevented digging, which tended to give prices a buoyancy which was most unusual for the opening of a season. The fine weather which has prevailed so far this month has given diggers a chance to get to work, and the next few weeks may witness such an increase in the receipts of root that prices will decline sharply. It is generally believed that the market is now too high for safety, and consequently no dealer is willing to load up with root at these figures. It is quite true that a certain amount of root must be had before the end of this season to satisfy the regular demands of the trade, and if it takes high prices to do it this root will be secured, but there are no people in the trade at Winnipeg who care to take the chance of buying any quantity at present prices, unless they have an order for the goods. Another week or two should determine the course which the market is likely to take, as present prices are high enough to tempt every digger out. Country merchants should encourage their customers to dig all the root they can, and to market it in such good shape as to secure full prices. Poor and dirty root will not sell nearly so well as clean, bright root, which is free from bulbs. It should also be made a rule to keep all root shipped as closely as possible, as prices may decline any day.

Trade With Australia.

Ottawa, July 16.—J. S. Larke, agent for Canada in Australia, reports to the department of trade and commerce that the trade of the Commonwealth still has the tariff under consideration and has decided to suggest reductions in the following items which are of interest to Canadian exporters: Butter and cheese, stearine, paraphine, wax, fruits and vegetables, grain and pulp prepared for manufacturing, meats, poultry and game and umbrellas.

The proposition is to make fruits and vegetables not otherwise specified and wheat free of duty. The recommendations will have no effect until accepted by the lower House. The number of enquiries for Canadian agencies has decreased owing largely to so many business men having determined to personally visit Canada this year. Showers of rain in South Australia, Victoria and New South Wales have materially improved the business outlook.

C. N. R. Trains for Exhibition.

A special circular has been issued from the office of Traffic Manager Shaw, of the Canadian Northern, announcing special rates and arrangements of train service for patrons who desire to visit Winnipeg during next week for the industrial exhibition. Agents will sell special round trip tickets at reduced rates on the following dates: Fort Frances to St. Boniface, good going, July 19 to 24; return limit, July 28. Portage Jct. to Portage la Prairie, good going, July 19 to 25; return limit, July 28. Wallidon to Dauphin, special going, July 19 to 24; return limit, July 28. Gilbert Plains Jct. to Swan River, good going, July 21 and 24; return limit, July 30. Bowsman to Erwood, good going, July 21; return limit, Aug. 2; Grandview Branch, good going, July 18, 22 and 24; return limit, July 30. Winnipegosis Branch, good going, July 18 and 22; return limit, July 28. Delta branch, good going, July 19 to 25; return limit, July 28. Carman branch, good going, July 18 and 22; return limit, July 29. Pembina to Portage Junction, good going, July 19 to 25; return limit, July 28; Low Farm to Brandon and Hartney, good going, July 19 to 24; return limit, July 28.

Special round trip rates are offered from all stations on the above branches. The reduced fare from leading points is announced as below: Altamont, $2.85; Baldur, $3.80; Beaver, $2.25; Beaudette, $4.45; Belmont, $3.80; Brandon, $4; Carman, $1.60; Dauphin, $4.90; Delta, $2.10; Dunrea, $4.30; Elgin, $4.70; Ell, 95c.; Emerson, $1.95; Erwood, $8.80; Fort Frances, $5.60; Gilbert Plains, $5.00; Gladstone, $2.70; Grand View, $5.50; Greenway, $3.80; Hartney, $4.70; Headingly, 40c.; Hilton, $3.80; Letellier, $1.70; Lorette, 45c.; Lowe Farm, $1.50; Mafeking, $7.80; Marieapolis, $3.00; Margaret, $4.40; Miami, $2.40; Minto, $4.55; Morris, $1.20; Ninette, $4.20; Oakville, $1.25; Ochre River, $4.65; Pembina, $2.05; Portage la Prairie, $1.65; Portage Junction, 10c.; Rainy River, $4.50; Roland, $2; Roscoe, $8.55; Rosebank, $2.25; Sifton $5.25; Silver Plains, $1; Somerset, $3.10; Sprague, $2.90; St. Agathe, 70c.; St. Anne, 90c.; St. Norbert, 30c.; Swan Lake, $3.25; Swan River, $6.95; Union Point, 80c.; Warroad, $3.45; Wortamera, $3.80; Willow Range, $1.15; Winnipegosis, $5.70.

The following changes will be made in train service during exhibition week:

Grand View branch—July 22, leave Grand View, 6.45; Gilbert Plains, 7.25; Ashville, 7.58; Gilbert Plains Jct., 8.34, arriving at Dauphin 8.45, connecting with No. 22 for Winnipeg.

Winnipeg to Portage la Prairie—Trains Nos. 14 and 19 will leave Winnipeg, 23.30 o'clock, July 22, 23, 24 and 25.

Erwood to Dauphin—July 21 trains will be run on following schedule, connecting with No. 22 of July 22: Leave Erwood, 17.00; Roscoe, 17.50; Westgate, 18.35; Powell, 19.15; Baden, 19.55; Mafeking, 20.25; Novra, 21.10; Birch River, 21.40; Bowsman, 22.35; Arr. Swan River, 23.15; Lv. Swan River, 1.00; July 22, Minitonas, 1.55; Fishers, 2.30; Cowan, 3.15; Sclater, 3.45; Pine River, 4.25; Garland, 5.15; Ethelbert, 5.50; Sifton, 6.50; Valley River, 7.15; Gilbert Plains, Jct., 7.40; Arr. Dauphin, 8.00.

Dauphin to Erwood—July 25, Nos. 39 and 41 will be run on the following schedule to connect with No. 21: Lv. Dauphin, 16.45; Gilbert Plains Jct., 16.55; Valley River, 17.10; Sifton, 17.35; Ethelbert, 18.40; Garland, 19.15; Pine River, 20.05; Sclater, 20.45; Cowan, 21.15; Fishers, 22.00; Minitonas, 22.35; Ar. Swan River, 23.35; Lv. Swan River, 24.15; Bowsman, 24.55; Birch River, 1.30; Novra, 2.25; Mafeking, 3.10; Baden, 3.40; Powell, 4.20; Westgate, 5.00; Roscoe, 5.45; Arr. Erwood, 6.30.

Winnipeg to Hartney—July 26, a special train will leave Winnipeg at 24.00 (midnight) and run through to Hartney, stopping at intermediate points, arriving at Hartney about 9 a.m., Sunday.

There will be a one-day excursion from Belmont to Winnipeg and return on July 23rd, on the following schedule: Leave Belmont 7, $2; Baldur 7.23, $2; Greenway 7.38, $2; Marieapolis 7.54, $2; Indian Springs 8.06, $1.75; Swan Lake 8.21, $1.75; Somerset 8.36, $1.75; Altamont 8.54, $1.75; Deerwood 9.08, $1.75; Arnold 9.13, $1.50; Miami 9.30, $1.50; Rosebank 9.45, $1.50; Roland 9.59, $1.50; Myrtle 10.09, $1.50; Lowe Farm 10.32, $1.50; arrive Morris 10.55, $1.20; leave Morris 11, arrive Winnipeg 12.15, returning leave Winnipeg 23.30.

Manitoba's Agricultural School.

To a Globe representative last week Hon. Thos. Greenway, ex-premier of Manitoba, gave some hints as to the new farming school which is to be established in Manitoba. Hon. Mr. Greenway is a member of the commission appointed to prepare a plan for an agricultural school or college, and he has taken a great deal of interest in the matter. The head of the commission is Rev. Dr. Patrick, the principal of the University of Manitoba, and among other members are Mr. J. A. M. Aikins, K. C., Mr. J. S. Millar, of Manitou, and Mr. George Halse, of Brandon.

"My idea of an agricultural college," said Hon. Mr. Greenway, "is a school where practical farming is taught by actual experiments. Rather than an agricultural college I should think that its proper name would be a 'farming school.' A knowledge of farming in Great Britain or even in Ontario, for instance, would not entirely qualify a man for successful farming in Manitoba, and I think that practical lessons of the conditions of agriculture in the district in which he is to live are more necessary to a young farmer than technical or theoretical training in the science of agriculture."

Hon. Mr. Greenway said that he at present believed that a chair of agriculture in the Provincial University would fill the requirements of technical education. This class of education, which could not be too comprehensive, was necessary for teachers of agriculture, but what was needed for the great body of students was practical demonstration in the field. He pointed out that if, instead of being given in charge of individual farmers, many of whom had little knowledge of farming, young men who were sent from the old country to learn agriculture came directly to a farming school, their education would not only be better for themselves, but for the country at large.

Although he refused to make any positive statement, Hon. Mr. Greenway said that he believed that Brandon would be a suitable location for the new school. He added that, as everyone knew, the prospects for another great crop in the northwest were of the best.

Dr. Saunders in the West.

Dr. Saunders, who is at the head of the Dominion Experimental Farms, arrived in Winnipeg from Ottawa, on Saturday last, accompanied by his son, on his annual trip of inspection. While here he visited the city parks in company with the secretary of the parks board. Later he left for Brandon, where he will spend a short time at the Manitoba branch farm, and will then go on to visit the Territorial experimental farm at Indian Head and the British Columbia farm at Agassiz. In addition to visiting the Dominion government experimental farms in the west, he will, as is his usual custom, visit other sections of the country, to note the progress made in agricultural and other interests. Dr. Saunders is an enthusiastic agriculturalist, particularly in the horticultural branch. Under his skilled direction, the experimental farms are doing a great work for Canada. We venture the assertion that it would be impossible for any practical farmer to carefully follow the work done by the experimental farms without becoming himself well posted doctor has originated many new varieties of fruits, grains, etc., some of which have become well known and varieties. His services in the cause of agriculture have been recognized not only throughout Canada, but also in the United States, where his experience and advice is much sought for. He has been the recipient of many honors in recognition of the good work which he has done in his particular field.

Shipping of Butter.

The refrigerator car inspector at Montreal, who is in the employ of the Dominion Department of Agriculture, reports that there is a great variation in the condition and temperature of different lots of butter arriving at Montreal in the same car. This shows very clearly that the butter is not all delivered to the cars in the same condition. He finds some lots of butter quite soft, having a temperature as high as 64 degrees, while other lots are firm and cold, and as low as 46 degrees. Mr. J. A. Ruddick, chief of dairy division, Ottawa, which drew the attention of creamery managers to this matter, and points out that the refrigerator car is only calculated to keep the butter cold and firm when it is delivered in that condition, and those who are responsible should see that the butter is delivered to the cars with the least possible exposure to heat. The refrigerator cars run on regular trains and are timed to arrive at a certain hour. The train may be late but never ahead of time. Butter should not be delivered to the station before the trains are due to arrive. Waiting rooms should be provided for wagons to protect the butter from the heat of the sun. If the butter is delivered to the cars in a soft condition it will arrive that way in Montreal, and will deteriorate in quality very rapidly on account of the high temperature. It is quite evident also that many of the creameries are not yet provided with proper cold storage accommodation. Any creamery cold storage in which the temperature is not kept down to 36 to 38 degrees is either not properly constructed or is badly managed. Creamery proprietors should make a point of looking after this matter very closely. The best way to get the average temperature of a creamery cold storage is to take the actual temperature of the butter after it has been in the refrigerator two or three days.

A suggestion made at a recent meeting of the Winnipeg board of trade, to the effect that the members of the House of Commons at Ottawa, and also the senate, should make a trip through Western Canada for the purpose of becoming better acquainted with the resources and prospects of this portion of the Dominion, its needs and requirements, is likely to be adopted.