

# 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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Publisher.

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 desks of a great majority of business men in the vast district described above, and including Northwest 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, SEPTEMBER 7, 1896.

## Manitoba.

About 1,000 men are working on the Lake Dauphin railway.

D. A. Hooper, of Rapid City, is opening a banking business at Brandon.

H. C. Binister of the Dufferin House, Carberry, has purchased the property adjoining his hotel and has built upon it two large commercial sample rooms.

Supt. Bedford, of the Manitoba Experimental Farm, at Brandon, sent off last week a fine collection of grain, grasses and cereals for exhibition at the Toronto fair. The exhibit sent includes over forty varieties of potatoes and hundreds of kinds of grasses.

The committee of the Winnipeg board of trade which has charge of the excursion to the Kootenay district will be glad to hear from any person desiring of joining in the trip. Either J. H. Brock, or the secretary, C. N. Bell, will afford any information to enquirers. The railroad fare for the round trip not including sleeper or meals, has been placed at \$50. It is expected that the party will leave here about the 15th inst., and will not be confined to members of the board.

D. D. Mann stated early last week that fourteen miles of the Lake Dauphin railway have been completed and the track layers are pushing the work with great rapidity. The first shipment of wheat over the new line had been made. The cars were taken to the end of the track and there loaded with the grain which was billed through to Port Arthur. There are seventy-four cars for the Lake Dauphin railway at Gladstone.

In this week's Manitoba Gazette notice is given of the application for a charter for the Northwest Hotel Company, Ltd. The applicants are: W. H. Adams, F. W. Ferguson, J. H. Ashdown, John Leslie, and W. C. Reaman. The company asks for power to buy and improve land, erect an hotel, and rent it or carry on a hotel business; also for power to erect buildings for business offices and occupation. The capital stock of the company is \$100,000, divided into one dollar shares. The chief place of business is Winnipeg.

Galloway Bros, of Gladstone, have the contract for the beef supply for the contractors who are building the Dauphin railway. They are furnishing a first class article of beef. The quantity required is from four to five head of cattle per day. The beef and other supplies required for the contractors is

quite an advantage to the farmers who have produce to sell.

Solkirk Transportation and Cold Storage Company has been incorporated by letters patent. Wm. Robinson, A. E. Richards, F. L. Paton, of Winnipeg; Wm. Overton, of Solkirk; John Coventry, Windsor; and Hugh Armstrong, of Portage la Prairie, are directors. The capital stock is fifty thousand dollars.

One of the first companies organized under the Dominion charter for mining in British Columbia is that just applying for incorporation, composed mostly of Winnipeg and Eastern men. The applicants are: Hon. Hugh J. Macdonald, Winnipeg; Geo. A. Cox, president of the Canadian Bank of Commerce, Montreal; J. H. Brock, manager Great West Life Assurance Company, W. J. Christie, deputy collector of inland revenue, Thos. Kelly, contractor, Frank H. Phippen, barrister, D. E. Sprague, mill owner, J. H. Brown, deputy registrar, and George Brouh, insurance inspector, of Winnipeg. The object of the company is the development of mining properties and the working and carrying on of mines. The capital stock is \$200,000 and the head office will be in Winnipeg.

## Assiniboia.

J. T. Mutrie has bought out the business of Rankin & Co., grocers, and E. Ferron, butcher, both of Maple Creek, and will continue the same.

## Northwest Ontario.

The Ontario Gazette announces the incorporation, under the provincial statutes, of the Pieltone Gold Mining Company, Ltd., which is already incorporated under the imperial statutes. This company is operating in the Rat Portage district.

## Alberta.

A car containing the exhibit of the Western Canada association for the Toronto exhibition has been sent east. It is in charge of Howard Douglas and J. A. Macdougall. All the produce is from the Calgary and Edmonton districts. That from around Calgary has been grown on irrigated lands. There are grain of 21 kinds. The wheat is particularly fine, and the oats as good as could be found anywhere. A sample of timothy hay, standing six feet high was grown on the farm of W. R. Hull. Mr. Hull has 200 acres of it, and the yield is four tons to the acre. There are all kinds of vegetables on board the car. They are large and solid. A large variety of prairie grasses tastefully arranged make an attractive display. Bromo grass stands six feet high. There are also some very fine samples of flax and crimson clover.

Other exhibits consisting of meats, beer, aerated waters, hard and soft coal, and specimens of gold go to show that the country is good for something beside grain. There are two barrels of mineral water, one taken from the hot springs and one from the cave at Banff. A part of the exhibit which will attract attention in the east is a complete cow-boy suit which was manufactured in the west.

## Dry Goods Trade Notes.

The Toronto Globe's dry goods report says: "Business in the warehouses keep active. Orders received through travellers up to the end of last week were surprisingly large. There is a disposition on the part of some to delay buying but their number is gradually becoming smaller. The trade done so far is a little later than usual. Letters are being received asking for prompt shipments. This

increase in trade, though small, is very encouraging. It shows that buyers are in want of goods and cannot wait longer. The general rule now of buying just what is absolutely necessary and usually in small quantities holds good. Small orders will naturally increase as the season advances. Domestic manufacturers are guarding against over production, which results in their having fewer overstocks. The general feeling is against speculation. The great trouble at present is that there are too many mills making certain lines of goods, resulting in a loss of remunerative profits. For the past few seasons manufacturers of flannels have been selling their output at a very small margin but the popularity of flannellettes has increased very much and this has become largely a substitute for flannels. The mill owners finding it unprofitable to make flannels, turned their attention to cheap grades of wollens, thereby expecting a chance of profit. There are now 80 or more sets of cards changed from flannels to wollens, making on a fair average five broad looms to a set of 150 looms. This means a great change in the market for low-price Canadian tweeds. These low grades are very much improved in style, but the quality offered precludes much chance of a good profit. The mills a short while ago reduced the time of dating ahead, which policy helped to strengthen the hands of jobbers. Wholesale dealers are in favor of shortening credits. Should all manufacturers have fixed prices for their goods and continue the same throughout the season another point would be gained. Jobbers and the trade generally like to feel safe when they mark a line of domestic goods at a fair profit that their competitors cannot undersell them except at a sacrifice of profit. There have been in previous seasons far too many lines thrown on the market at prices that make a buyer feel uncertain as to when he has the lowest quotations.

## Winnipeg Prices a Year Ago.

Following were Winnipeg prices this week last year:

Wheat—Now moving at about 10c to 45c for No. 1 hard, country point, but mostly going into store.

Flour.—Local price, per sack, Patents, \$1.95; Bakers, \$1.75.

Bran.—Per ton, \$11.

Shorts.—Per ton, \$13.

Oats.—Per bushel, car lots, new local freights paid, 22 to 23c.

Barley.—A few cars of new sold at 28c to 30c, f.o.b., Winnipeg.

Flax Seed.—Small sales retail at \$1.50 per bushel.

Butter.—Dairy round lots 8c to 8½c Creamery, 14 to 15½c.

Cheese.—6 to 6½c.

Eggs.—Fresh, 11c net, jobbing at 12 to 12½c.

Beef.—City dressed, 4 to 5c.

Mutton.—Fresh, 6 to 6½c; lamb, 6½ to 7c.

Hogs.—Dressed, 5½c to 6c.

Cattle.—Butchers' 2 to 2½c. Export 3 to 3½c.

Hogs.—Live, off cars, 4 to 4½c.

Sheep.—5 off cars; lambs, \$2 to \$2.25 each.

Sonoca Root.—Dry 18 to 19c lb.

Poultry.—Chickens, 35 to 40c per pair, fowl, 40c to 45c; turkeys, 8 to 9c lb., live weight.

Hides.—No. 1 cows, good salted 7½c.

Wool.—Unwashed fleece, 10 to 11½c.

Potatoes.—20c per bushel.

Hay.—\$5.00 per ton, car lots.

Thos. Kellott's new 25,000 bushel elevator at Sowell, Man., is about completed.

The stock of John W. Creighton, tailor, Victoria, is advertised for sale by auction.