

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.

FOURTEENTH YEAR OF PUBLICATION.
ISSUED EVERY MONDAY.

SUBSCRIPTION, \$2.00 PER ANNUM in advance.)

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Fine Book and Job Printing Departments.

Office, 184 James St. East.

JAMES E. STEEN,
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 Assinibolia, Alberta and Saskatchewan. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, SEPTEMBER 30, 1895.

Manitoba.

The new lighthouses in Lake Winnipeg are a great benefit to mariners on the lake, particularly in entering the Red river from the lake.

The high winds recently have done much damage in spreading prairie fires, and a number of farmers have had stacks burned.

W. W. Stevenson is opening business at Neepawa in dry goods, clothing, boots and shoes, crockery, etc.

J. M. Tombs has opened a furniture store at Stonewall and also contemplates starting a weekly paper to be called the Stonewall Banner.

J. Y. Griffin has returned to Winnipeg from an eastern trip. Work on the enlargement of the pork packing house of his firm will be proceeded with at once.

The premises formerly occupied by the Commercial Bank of Manitoba, at Portage la Prairie, have been leased to the management of the Bank of Ottawa with the object of opening a branch of that bank at once at the Portage.

J. A. Osborne, publisher of the Western Workman and until lately connected with the Winnipeg civic service, is moving to Brandon, where he takes a responsible position on the Sun newspaper. He will also continue the publication of the Workman, which will hereafter be issued from the Sun office at Brandon. Mr. Osborne is an old resident of Winnipeg, having resided here for the past fourteen years, during a portion of which time he has been connected with newspaper enterprises here.

Mr. Hope-Johnston, representing Mackie & Co., wine and spirit merchants, Glasgow, Scotland, was in Winnipeg last week. This firm is best known in Winnipeg as proprietor of the celebrated Lagavulin brand of Highland Scotch Whiskies, which are quite popular in this country.

The Winnipeg district, which is the principal vegetable section of Manitoba, has produced an enormous crop this year. In the market gardens near the city it is an easy matter to find onions weighing two pounds, celery more than thirty pounds per dozen heads, while cabbages weighing 20 to 25 pounds are quite common. One gardener lately gathered nearly fifty pounds of rhubarb

from one plant. Where scientific pruning has been resorted to, gardeners have succeeded in growing a fine crop of ripe tomatoes. Some of the gardens were not injured by frost up to the first of this week.

Brandon has been noted for some time for the tendency among some of its business men to engage in price-cutting contests. A press correspondent writing from there says: "About a year ago all the dry goods men in the city engaged in a war of prices, a large quantity of goods being sold below actual cost prices. Shortly afterwards a firm of wholesale grocers entered the retail field and cut the prices of groceries, etc., nearly in two. Then the lumbermen also caught the keen competition fever and in spite of the persistent efforts of the lumber combine, the products of the forest were sold at ruinous prices. The latest to join in the procession are the coal dealers, with the result that the best American anthracite coal can be bought here now for \$8 per ton in small lots and delivered. This war of prices is still on here in all these lines, and it is needless to say that purchasers are taking advantage of the same. At one time Brandon was looked upon as a place of very high prices, now the pendulum has swung the other way and it is believed that there are quite a number of merchants doing a large trade whose expenses far exceed their profits. Something must give in time."

Alberta.

Settlers continue to come into Northern Alberta. The Edmonton Bulletin says:—"There were seventeen settlers came up on last train. Twelve were from Dakota, three from Ontario, two from Kansas. Twelve got off at Wetaskiwin, two at Leduc and three came through to Edmonton. Three cars of settlers' effects came from Kansas, two of these were left at Leduc and one at Innisfail."

John Cameron, of Edmonton, was delegated by the board of trade to go to British Columbia to investigate the market there for Edmonton district products. He went first to the Kootenay country, visiting the mining towns of that district. At Nelson, Kaslo, Rossland and other places he found that large quantities were required of such products as the Edmonton country has to sell, but as the merchants are nearly all from the United States they trade with the people just across the line in Washington. However, they expressed their willingness to give Edmonton oats a trial. On leaving the Kootenay country Mr. Cameron went to Spokane, in Washington state, and returned home via Vancouver. When asked as to prices that could be paid at Edmonton for oats for shipment to the Kootenay, Mr. Cameron said: Oats are now \$13 per ton at Spokane, freight to Nelson \$6.20, duty \$6, making the cost of United States oats there about \$25 per ton, and although our oats are of a much better quality than theirs, we would have to place them there at the same price until they have gained a reputation that would command a better price. The Canadian Pacific Railway has given a rate of 60c. per hundred to all points in the Kootenay, or \$12 per ton, which would leave \$13 per ton loaded on the cars here at Edmonton, or 22 cents per bushel. Now, as these oats will have to be sacked and most of them cleaned before shipping, these charges must be deducted. After deducting 3 cents per bushel for sacking, 1 cent for cleaning, 1 cent for loading, and 2 cents for storage and merchant's profit, the price to the farmer would be 15 cents per bushel, and unless the price in Spokane improves, or our oats can command a better price than theirs, that would be all the merchant could pay for them here." Mr. Cameron said: "While the Canadian Pacific

Railway rate of 60 cents per hundred to the Kootenay country will let us into all points except Rossland, it will not, at present prices on the United States side, allow the merchant here to pay over 15 cents per bushel, and give the dealer a margin of 2 cents per bushel for handling." When asked if he found any other point to which oats could be shipped to better advantage, he replied: "No, this is the only opening at present for any quantity." He also said that he saw Alberta butter on the market there, and that timothy hay, pressed, was worth from \$18 to \$22 per ton.—Bulletin.

Toronto Grain and Produce Market.

Wheat—There is a fair demand for milling. Cars of white sold on the Northern to-day at 61c, and on the Midland at 61c. Cars of red sold north and west freights at 59c. Manitoba wheat—cars of new No. 1 hard sold at points west of Toronto to-day at 70c.

Barley—Cars of feed are quoted at 33c country points.

Flour—Cars of straight roller are quoted at \$2.80 to \$2.85 Toronto.

Oats—Cars of white sold on the Midland to-day at 25c and mixed sold at west points at 22½c and white at 23½c.

Butter—The best dairy tubs sell at 15c to 16c, and low grades at 7c to 9c. Creamery is steady at 21c to 22c for rolls and 13c to 13½c tubs.

Eggs—The market is steady at 12c to 12½c. Potatoes—The demand is slow and the market is easy at 25c to 30c per bag.

Baled Hay—Cars on the track here are quoted at \$12 to \$13 per ton.—Globe, Sept. 24.

Comparative Prices in Staples.

Prices at New York on Sept. 22 and a year ago.

	Sept. 20, 1895.	Sept. 21, 1894.
Flour, straight spring...	\$3.60 to \$3.35	\$3.00 to \$3.50
Flour, straight winter...	\$3.00 to \$3.30	\$2.45 to \$2.85
Wheat, No. 2 red.....	62½c	56½c
Corn, No. 2 mixed.....	33½c	59½c
Oats, No. 2.....	24½c	33½c
Rye, No. 2, Western.....	45 to 49c
Barley, No. 2 Milwaukee	50c
Cotton, mid. upld.....	8½c	6.11-10c
Print cloths, 64x64....	3½c	3c
Wool, Ohio & Pa., X....	17 to 18c	18 to 18½c
Wool, No. 1 comb.....	22 to 23c	22 to 24c
Pork, mess new.....	\$10.00 to \$10.25	\$15.25 to 15.75
Lard, westn., stm.....	6.25 to 6.50c	9.25c
Butter, creamery.....	21c	24c
Cheese, ch. cast (br.)...	7 to 7½c	10½c
Sugar, centrif., 90%...	3 5-16c	3½c
Sugar, granulated.....	4 3-16c	4½c
Coffee, Rio, No. 7.....	10½c	16½
Petroleum, N. T. Co....	\$1.33	53c
Petroleum, rid. gal....	7.10c	5.15c
Iron, No. 1 anth.....	\$14.00	\$12.50
*Iron, Bess., pg.....	\$16.00	\$11.40
*Steel billets, ton.....	\$24.75	\$17.25
Ocean Steam Freights—		
Grain, Liverpool.....	2½d	1d
Cotton, Liverpool.....	3-32d	3-32d
	* Pittsburgh.	

Winnipeg Clearing House.

Clearings for the week ending September 26, were \$1,028,639; balances, \$194,787. For the previous week clearings were \$997,424. For the corresponding week of last year clearings were \$1,272,122. For the month of August clearings were \$3,937,780, as compared with \$3,695,874 for August last year.

Following are the returns of other Canadian clearing houses for the weeks ended on the dates given:

	Sept. 12.	Sept. 19.
Montreal..	\$11,618,090	\$11,679,549
Toronto...	5,720,091	5,476,255
Halifax...	1,241,548	1,115,148
Winnipeg.	935,549	997,424
Hamilton.	916,046	780,876
Total	\$20,181,309	\$20,049,247