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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, AUGUST 20, 1898.

Business at Vancouver.

Vancouver, Aug. 15.

The feature in the tracks and labor world in Vancouver is the enormous amount of building going on in the city. All the numerous gaps in the business portion of the city have changed hands recently at listed prices and the new owners chiefly British—crs. or banking institutions, are erecting handsome brick and stone blocks upon them. In the residential part of the city the same activity prevails. While building operations are being actively pushed forward, the corporation is busy making new asphalt streets. It was impossible to secure sufficient hands in the local labor market to go around, judging from the numerous parties engaged at Seattle, Portland, Tacoma and San Francisco. There is also a great scarcity of brick, the British Columbia brick yards not beginning to supply the demand. The increased demand for lumber has also made considerable difference at the local mills. The Westminster mill has been shipping large quantities of lumber to eastern points. There is also quite a boom in the sugar industry here. The raw material has been coming from Dutch East India and Manila, but the preferential tariff which has just come into force with British possessions enables the refinery here to get the raw article cheaper from Australia and Fiji. Twelve thousand tons have already been ordered by the British Columbia refinery and 3,000 tons will follow. To handle this large quantity the refinery will have to be increased in capacity. A site for Vancouver's new ship repairing dock has been chosen and the British Columbia iron works, re-

cently closed down, will be re-opened as construction shops.

There was not much change in the jobbing market last week. Eastern creamery was still being sold at 19 1-2c. The price of eggs is firming up, 16 and 17c being asked. California lemons are selling at \$6, other fruit has declined.

British Grown Teas.

N. C. Conybear, western manager for Thos. J. Lipton, was in Winnipeg this week. Mr. Conybear has his headquarters at Chicago, where Mr. Lipton is interested in a large meat packing business, besides his great package tea trade. Mr. Conybear, says that British grown teas are certainly coming to the front in the United States, where their great merit is becoming recognized. That country is now, fast following the example of the United Kingdom and Canada in its preference for Ceylon and India teas. China teas have been practically closed out in the United Kingdom, and in Canada the consumption of China and Japan teas has been largely displaced by the British grown teas. Now that the tea consumers in the United States are beginning to realize the superiority of Ceylon and India teas, Mr. Conybear believes that these teas will soon have the same standing in the United States that they have already secured in Great Britain and Canada. Lipton's teas were the first British grown package teas to be introduced in the United States, and these teas have done much of the missionary work in educating the people to call for India and Ceylon teas. With the popular taste turning toward these teas, an immense market is being opened for the consumption of British grown teas.

One great thing in favor of the British teas, Mr. Conybear says, is the manner in which they are packed and curing of the teas is left to the natives, and their curing is often done under the most uncleanly conditions and all by hand labor. In India and Ceylon the plantations are in charge of Europeans, and everything but the picking is done by machinery.

Mr. Conybear says their trade in Manitoba has been very satisfactory, and their business here, through MacLezie & Mills, their Winnipeg distributors, has shown considerable expansion. They have filled some orders to go to the Klondike. They also filled a large order at their Chicago meat packing house, for the Klondike trade this season.

Mr. Conybear is very enthusiastic over the coming international yacht race, in which a yacht to be built at Belfast by Sir Thos. Lipton, will make another attempt to win the cup which has been so long held by the United States.

Rubber Very Firm.

The India Rubber World newspaper notes a decline in the Para rubber crop, the total supply to the end of June being sixty tons less than last year. This is discouraging to manufacturers of rubber goods, in the face of the high prices that have ruled for raw rubber for some time. In addition to decreased receipts stocks on hand are very light. On July 1st the world's supply was estimated at only 1,506 tons, or about equal to one month's consumption. The steady decline in the supply of raw rubber causes prices to continue to tend up-

ward. Canadian manufacturers, following those of the United States, have increased values 10 per cent. on all mechanical rubber, but no corresponding advances in rubber footwear have been established as yet.

Boots and Shoes.

Local jobbers in the boot and shoe branch have filled a good many of their fall orders. Some houses are well through with the work, and all report that they have had a good fall trade, aggregating much in advance of last year, both in rubbers and leather goods. There has been no change this season in prices of leather goods, though prices are very firm both in rubber and leather goods, on account of the higher cost of raw material. A gentleman well informed in the shoe trade says that it costs about 10 per cent more to manufacture the coarse lines of boots and shoes now than it did some time ago, owing to the higher price of buff, split and so's leather. Finer goods, made from imported leathers, do not show the same increased cost. Prices are therefore very firm, and the tendency will be to hold prices strong for the sorting trade and spring orders. Samples for the spring trade will be out about October 1.

Freight Rates.

Chicago Trade Bulletin says Rates are cut slightly on grain. The rail tariff from Chicago to New York is 18c per 100 lbs. on flour and grain. Flour rates from Minneapolis to New York are to be advanced Aug. 25 to 25 1-2c per 100 lbs all rail, and 22 1-2c lake and rail. Ocean room firmer at 2 1/4 to 2 1-2d per bushel for grain from New York to Liverpool. Through rates from Chicago to Liverpool are 112c per bushel on wheat. Flour is 21 to 21 1-2c per 100 lbs. Lake rates from Chicago to Buffalo were firm at 1 1-4c on wheat, 1 1-8c on corn and 1c on oats. Corn to Kingston 2c.

Grain freights at Montreal are firm and all space taken for September and October. Consequently a sharp advance in rates has taken place. For Liverpool space, 1s 7 1-2d has been paid for first half of September, and 2s for late September shipment. Agents are holding London freight at 2s, Glasgow has been let at 1s 6d for August, but agents are now asking 1s 9d. For the first half of September 2s is asked; second half, 2s 3d, and 2s 6d has been paid for the first half of October.

Dry Goods Trade.

The D. McCall Co. of Toronto, will hold their fall millinery opening on August 29th.

The movement which was begun at Fall River, Mass., having for its purpose the closing of twenty-five or thirty of the principal cloth mills has failed.

Business in this branch here recently has been quite satisfactory, and sales both in and out of warehouse fully up to past seasons. Jobbers are now engaged in the execution of fall orders. Prices on most lines are firm.

Supplies of wool available in the United States are large owing to the past six months of depressed trade and limited consumption. The feeling is hopeful, however, and wools sold at present prices cannot be replaced at the same value by the new clip.