

THE COMMERCIAL

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D. W. BUCHANAN,
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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.

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Manitoba Farm Homes.

The Manitoba Liberal, of Portage la Prairie recently gave the substance of an interview with James Bray, a successful Manitoba farmer and stock raiser, who resides near Longburn, twelve miles north of Portage la Prairie. Mr. Bray first engaged in grain growing when he came to Manitoba, and for this purpose he took up a farm in the Carberry district. His biggest average yield of wheat was 32 bushels per acre, and the minimum 13 bushels, though the latter was during an unfavorable season, while the average for the twenty years would be in excess of 20 bushels per acre. There was a great difference in the prices realized for wheat. He had sold wheat at \$1.13, and the lowest price obtained was 48 c., yet the average for the entire period would be between 65 and 70 cents per bushel.

Deciding to devote his attention more extensively to live stock, he moved later to his present farm, which is more suited for mixed farming. Of late years Mr. Bray has been known as a prominent breeder of Jersey cattle, and he has also taken much interest in dairying.

"Without personal reference," said Mr. Bray to the Liberal, "I think I am correct when I reply that there are no settlers of the province who are better off, or have more comforts than the farmers who have included stock-raising in their operations. I may add that these farmers are also the most successful wheat growers. In my opinion it is absolutely necessary to keep stock in connection with grain-growing, for utilization of straw and the accumulation of fertilizers. There are here ten chances to one in any other country for getting along," replied Mr. Bray in answer as to his ad-

vice to farmers or others looking about for a new home. "If a man is willing to take hold and work there is no fear of failure in this country."

Boots and Shoes.

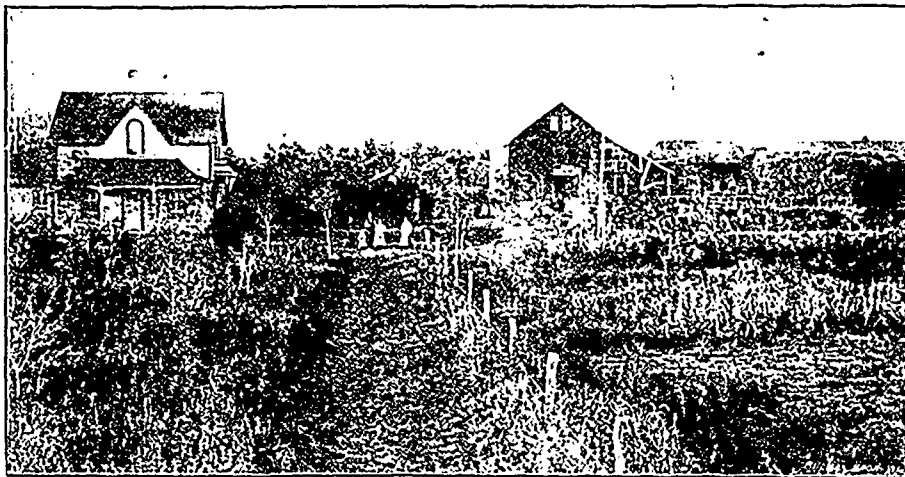
The rubber season is fairly started, and the various companies are completing their contracts. It looked for a while as though it was going to be a go-as-you-please for 1898 and '9, but now the companies have settled down to an understanding as to discounts and terms. An advance of about 7 1/2 per cent has been made in the lists, and the trade discounts are the same, namely, 20 and 5 off; but a change has been made in the cash discounts, and instead of straight five off thirty days, they are now five per cent for thirty days and six per cent cash. Business has been done on this basis. The rebates are one per cent on \$500, two per cent on \$1,000, and three per cent on \$2,000 net.—Canadian Shoe and Leather Journal.

From January, 1895, to the present time, fine Para rubber has risen from 75 cents per pound to 90 cents while the inferior qualities, African rubber, have within the same period,

leader among furs in domestic use, and commanded prices which even now seem extravagant, a full-length mink wrap costing as much as \$1,500 a generation ago.—New York Fur Trade Review.

The exportation of Persian lambskins has been prohibited in Persia, owing to the scarcity of sheep and mutton, the great demand for the lambskins having worked havoc among the flocks.

Following are the prices obtained for sealskins at the last London sales: Copper Island—Middlings, 65; middlings and smalls, 59; smalls, 58 to 59; large pups, 56 to 59; middling pups, 60 to 62; small pups, 55 to 57; middlings and smalls low, 42; smalls low, 40; large pups low, 41 to 42; middling pups low, 42; small pups low, 36 shillings. Northwest Coast—Middlings, and smalls, 46; smalls, 40 to 46; large pups, 50; middling pups, 48; small pups, 43; middlings and smalls cut, 34 to 35 shillings. Lobos Islands—Middlings and smalls, 24; smalls, 24 to 26; large pups, 26 to 29; middling pups, 25 to 29; small pups, 19 to 22; extra small pups, 14 to 16; extra small pups, low, 6 to 8 shillings. Cape Horn—Middlings and smalls, 19 to 30; smalls, 27 to 32;



MANITOBA FARM HOMES—Residence of James Bray, Longburn.

risen from 35 cents to 40 cents per pound. This latter advance is equivalent to a rise of 40 per cent in value. It is little wonder, then, that the rubber companies, in taking their spring survey of business conditions, decided that manufactured products must be advanced in price.

The Monetary Times says: The Canadian Rubber company, in taking over the jobbing business of Halley Bros., have made an innovation in the trade. The latter firm has sold exclusively Canadian Rubber company's goods to the retail trade for some years. The change means that this important manufacturing concern intends to appeal directly to the retail trade. It is, however, announced that the intention of the company is not to interfere with the interests of the jobbers, but simple to continue the trade connection of Halley Bros. The company binds itself in its jobbing capacity to adhere to the price lists which jobbers are obliged to observe.

Raw Furs.

Mink is an American fur of great durability. Before the reign of the seal it held undisputed sway as the

large pups, 34 to 40; middling pups, 33; small and extra small pups, 25 shillings. South Pacific—Middlings and smalls, 14; large pups, 13; middling pups, 17; small pups, 22 shillings. Australian—Middlings, 13 to 15; middlings and smalls, 14; smalls and large pups, 12; middlings, small and extra small pups, 12 to 16 shillings.

Railway to Klondike.

Now that the Dominion government proposals for a railway to open up the Teslin Lake route to the Klondike have fallen through, the British Columbia government evidently proposes to take hold of the matter alone. MacKenzie & Mann have made a proposal to build a narrow gauge road for a cash subsidy of \$4,000 per mile, the government to receive 4 per cent of the gross receipts of the road. Wagon road to be built and maintained as a free highway in the meantime, by the contractors. The proposals include the construction of the road to an ocean port in British Columbia. A bill has been presented in the legislature by the government, embodying the proposals.