

THE COMMERCIAL

The recognized authority on all matters pertaining to trade and progress in 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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D. W. BUCHANAN,
Publisher.

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, SEPT. 30, 1899.

British Columbia Salmon Pack.

With the receipt of the figures from the north which came in last week a fairly reliable estimate of the British Columbia salmon pack for this season is now possible. The sockeye pack this year turned out very well notwithstanding the dismal forecasts made early in the season, and the market conditions are not by any means unsatisfactory to the canners. The pack on the Fraser is placed at approximately 488,900 cases—the total for 47 canneries in operation. This number is composed of an estimate of 38,200 cases packed at New Westminster, 86,000 cases packed by 12 canneries on the north arm of the Fraser and 361,700 cases packed on the main river. Last year the pack of the same canneries with a few changes was only 193,000 cases, but two years ago it reached the phenomenal number of 879,116 cases.

The figures for the northern canneries are now complete, with the exception of Spencer's cannery on Alert Bay, and show as follows:

On the Naas, 19,451 cases have been put up, 11,631 at Naas harbor and 7,820 from Mill Bay. On the Skeena, 89,511 cases, 300 barrels and 50 tons of salted salmon have been put up, Inverness, 15,511 cases and 100 barrels of salted salmon; Aberdeen, 15,000; British America and North Pacific, 41,000; R. Cunningham's, 15,000 cases and 200 barrels of salted salmon; Peter Harman, 3,000 cases, and Wallace Bros., 50 tons of salted salmon. At Lowe Inlet the pack amounts to 15,100 cases; R. Drocney has 7,100 and Lowe Inlet cannery 11,000. On Rivers Inlet there are 66,874 cases; Wadham's has 19,100 cases; Good Hope, 7,374; Vancouver Packing Co., 9,400; Brunswick, 10,600; Wannook, 10,400; British Columbia Cannery Co., two canneries, 10,000, and Spencer, at Alert Bay, expects to fill up with 8,000 cases. These figures indicate a successful season north, making up as they do a total pack of over 200,000 cases.

Based on the above estimates the

British Columbia pack this year will be about as follows:

Fraser river, cases	188,900
Skeena River	89,511
Rivers Inlet	66,874
Naas River	19,451
Lowe Inlet	15,100
Alert Bay	8,000

Total 600,836

Three canneries were destroyed by fire within the year, two at New Westminster in the great fire of last year and one on Sea Island shortly before the present season opened. The Labrador cannery on the North Arm of the Fraser was not operated this year. As against this decrease in the number of canneries five new ones were built on the Fraser and put in operation so that the packing capacity of that river was increased. The new canneries are: The St. Mungo's, the Albion Island, the Scotch-Canadian, the Acme and the Greenwood.

The only detrimental feature of the canning business this season has been the high prices which the canneries were obliged to pay for their fish, especially on the Fraser. About the time the season opened from 30 to 35c was the ruling price per fish delivered to the canneries and the average for the season was 22c, which is much higher than normal rate of previous years. The higher prices which have prevailed for new pack salmon since the market opened reflect to some extent this higher initial cost of the fish, but the canneries claim that they cannot obtain enough for their product to offset the disadvantage.

Trade Returns.

Ottawa, Sept. 26.—Trade figures of the Dominion for the month of August last were issued by the department of customs to-day. They show a marvellous development in Canada's trade as compared with the same period in 1898. For the month the aggregate of trade was increased by \$9,017,804, as compared with August of last year. The imports show an increase of over \$3,000,000, while exports are nearly \$6,000,000 greater than for August, 1898. There is an increase in duty of \$678,000.

The details are as follows:

Imports.	1898.	1899.
	August.	August.
Dutiable	\$ 7,210,547	\$ 9,876,120
Free	5,351,715	5,354,842
Coin and bullion	1,528,497	1,387,017
Total	\$14,090,759	17,217,979
Increase		\$3,127,220
Duty collected ...	\$2,047,265	\$2,725,524

Exports.	Aug. '98.	Aug. '99.
Canadian	\$12,961,138	\$17,418,478
Foreign	1,136,547	2,537,436
Coin and bullion	167,430	12,283
Total	\$14,265,115	\$20,159,697
Increase		\$5,890,584

Freight Rates.

Toronto, Sept. 26.—The business of the railroads, both Canadian and American, that have connections to the Pacific coast and into the Kootenay country, is exceptionally heavy this fall and is away ahead of any previous year. A very large volume of freight is at present going forward and next month will probably see the roads even busier. One railroad man remarked that the freight carried by his line was between 100 and 150 per cent. more than a year ago. In fact, he could secure as much in ten days

now as he could in a month last year. That money in the west is plentiful may be judged from the orders sent east for wines and liquors. The rail ways this fall will carry more than usually the abundant supplies of wet goods into the mining districts. One distiller is credited with saying his orders from the coast and the Kootenay are 20 per cent. ahead of last year.

Railroad men are not anticipating any change in freight rates to the coast this fall, the advances announced at a recent meeting of the tariff committee of the Canadian Freight Association, not applying to the coast. There are two rates always in force to the west, an all-rail rate and a rail and water rate. The latter is about ten cents per hundred pounds below the former on sixth class, and as a result the lake and rail route is patronized during the season of navigation. When the all-rail rate comes into effect it is not anticipated any change will be made in it this fall, although this is not at all certain.

ADVANCES IN U. S.

New York, Sept. 26.—The railroads have been going a lot of extra work since good times set in, and have been straining their resources to the utmost tension in order to make one car do the work of two, so as to accommodate shippers. But all the carrying has been done at the old hard times rates, which were in force when manufacturers were making no money and everything was cheap. Now labor, coal, iron, lumber and everything else that a railroad has to buy have advanced, in some cases to more than double the hard times prices, and the roads find themselves doing a lot of work for nothing. In order to remedy this, and get some share in the prosperity, the presidents of the eastern roads met in New York to-day to put rates up somewhere near where they belong. It is expected the advance in iron and manufactured articles will be about 15 per cent. Grain may be put up to 25 cents per hundred pounds, Chicago to New York, with the exception of corn, which will probably take a 20-cent rate. This is an advance of two cents on corn and five cents on the other grains. The provision rate will likely go up to 30 cents, a jump of five cents, and the minimum car load probably advanced from 26,000 pounds to 30,000 pounds. Dressed beef may be advanced six cents, making the rate 46 cents. Corresponding advances will be ordered all along the line, and if they can be maintained, railroad stockholders will receive some dividends in the near future.

Columbia and Western.

Montreal, Sept. 26.—President Shaughnessy, of the C. P. R., stated to-day that the company hopes to have the Columbia and Western road now in the course of construction from Robson on the Columbia river, to Midway, or Kettle river, completed before the snow flies. Grading is all done but about twenty-five miles of iron is yet to be laid. Then the C. P. R. has the Boundary district opened it will have cost about \$4,000,000, the line being one hundred miles long, and averaging \$40,000 per mile. The company gets no subsidy on this line.

A catalogue of the trees and shrubs in the arboretum and botanic garden at the Central Experimental farm, Ottawa, has been published by the Department of agriculture.