

# 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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Office: 151 McDermot Street.

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, FEB. 10, 1900.

## THE ISTHMUS CANAL.

The announcement from Washington of the abrogation of the Clayton-Bulwer treaty will not be regarded with disfavor in Canada. This treaty was evidently the main obstacle in the way of the construction of a canal across the isthmus of Central America. Now that this obstacle is removed the United States will no doubt push the work of opening a water highway between the Atlantic and Pacific oceans forward to completion at as early a date as possible.

The effect of the opening of such a canal will be to almost revolutionize transcontinental traffic. Some classes of merchandise can now be shipped from Pacific coast points by water around Cape Horn, to Atlantic ports, more cheaply than by rail across the continent. When the water route is shortened some thousands of miles, by eliminating the necessity of circumnavigating South America, the value of the water route between the Atlantic and Pacific coasts will be enormously increased. The opening of the canal will be of inestimable value to the Pacific coast country, in which our own Pacific province will fully share. The lumber trade of British Columbia will be one important industry which will be greatly benefitted. British Columbia lumber is now shipped to American Atlantic ports and to Europe, via Cape Horn. The opening of the isthmus route would enable the shipment of British Columbia lumber to Atlantic and trans-Atlantic ports under much more favorable conditions. The shortening of the water route in this way would also greatly improve the position of Victoria and Vancouver as wholesale centers, giving them a much shorter and cheaper

water route to Europe, for the importation of foreign goods.

On the other hand the transcontinental railways would undoubtedly suffer considerable loss of traffic from the opening of the Isthmus route, and there would probably be sharp reductions in transcontinental freight rates.

## WINNIPEG ELECTION.

As a result of the recount in the Winnipeg election for the federal parliament, A. W. Puttee has been declared elected by a majority of eight. The returning officer on polling day declared Mr. Martin elected by a majority of



A. W. Puttee.

some forty odd votes, so that the recount has made quite a change in the situation. After all, therefore, Winnipeg is not to be represented by a person in close touch with the commercial interests.

Winnipeg, more than any other city in Canada, is pre-eminently a commercial centre. It is not, as might be supposed by the return of a labor candidate, an industrial centre of great importance. Yet the labor people have carried the day and elected their candidate, with the assistance, undoubtedly of many electors who could not be classed as workmen. Now that this result has been attained, the labor element will show wisdom by making as little as possible of the victory from a class point of view. The course followed in this respect will decide Mr. Puttee's usefulness to the city as well as his future political life. The chief objection to Mr. Puttee, in the opinion of a great many people was, that he stood for a class or section of the people, and not for the people as a whole. This objection, however, could be urged against a candidate of either of the great political parties.

Mr. Puttee and his supporters we believe will recognize this situation. Mr. Puttee is now member for Winnipeg. He represents the city as a whole. While endeavoring to main-

tain certain principles which were chief planks in his platform, we believe he will, to the best of his ability, serve the city faithfully and with less fear and favor than we might expect from a straight adherent of either of the great political parties.

## IMPROVE THE ROADS.

One advantage which would accrue to the rural districts surrounding the city by the improvement of the country roads, would be the establishment of summer residences in desirable localities, particularly on main roads leading through the fine districts along the Red and the Assiniboine rivers, where there are many beautiful locations for rural residences. If these roads were improved it would be an inducement for city people to establish summer residences along the rivers, instead of going away to some of the lakes for a summer outing. Winnipeg is getting to be quite a city, and as the business men become established they will seek for comfortable summer residences where they can enjoy a little ease and relaxation from business. The forbidding character of the country roads leading out of the city, however, puts a damper on the selection of any of the many pretty spots along the rivers as places for summer residences. It is no doubt owing to a considerable extent to the bad roads, that the citizens go away to spend their summer holidays, to more distant sections. The establishment of summer homes along the rivers, near the city, would improve the value of land materially in this district, and would thereby be a benefit to the rural municipalities.

## Rubber Still Advancing.

Canadian manufacturers of rubber belting, packing, hose, and mechanical rubber goods generally advanced prices about 5 per cent on Feb. 1. This is owing to the long continued advance in crude rubber. Cotton and other materials used in the manufacture of rubber goods are also higher.

As regards rubber footwear, we have no further information with which to supplement our remarks of last week. It is believed, however, that there will be a revision of the lists, to take effect on April 1, next, as noted last week.

## Winter Dairying in Manitoba.

A correspondent says: "The Brandon creamery has up to the present been kept running, and the doubts that it could not be kept open during the winter months have now been got over. A great many of the local farmers as well as many at a distance, are availing themselves of it by bringing and shipping in their cream, so much so that a very considerable quantity is being received at the present time, and the prospects are that it will increase very much. Owing to the good demand for creamery butter better prices can be paid for cream than for dairy butter."