

EDITORIAL NOTES.

THIS issue of The Commercial begins volume 14.

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THE first annual convention of the International Deep Waterways association will be held at Cleveland, Ohio, on September 21 and following two days. Delegates from states and provinces, territories, cities and towns, boards of trade and other commercial bodies, etc., in the United States and Canada are invited to be present. The gathering will undoubtedly be a very important one, and certainly the subject is one of great interest. Primarily, we understand, the object is to secure the fuller development of the great St. Lawrence route, by an international system of canals, but waterways generally will receive more or less attention. The question of the development of the St. Lawrence route, by the construction of a deep water passage from the head of the great lakes to tide water, is a matter of vast importance to the country west of the lakes, on each side of the boundary. We know of no other question of such far-reaching importance to the producers of the West. The association was organized at a convention held in Toronto about a year ago, and the executive have since brought the matter before the governments of Canada and the United States, with the result that a joint commission has been provided for, composed of three persons appointed by each government, to meet and confer together upon the whole subject of the practicability of making a navigable channel throughout the St. Lawrence system for ocean vessels, to consider what international regulations are necessary to carry out the same, and consider all other points bearing on the question. What further progress may be made at the Cleveland meeting will be interesting to note.

Grain and Milling Matters.

The Lake of the Woods Milling Co. began buying wheat at a number of country points last week, and they opened the market at 45 cents per bushel for No. 1 hard, to farmers, at points having an 18 cent freight rate to Fort William. This is a comparatively high price, being really above an export basis, as can readily be seen by reference to our market quotations in this issue. These prices are about 5 cents higher than was paid a year ago in Manitoba country markets, though prices in the world's markets are not materially higher than a year ago.

A Minneapolis grain firm, writing about oats, says: "The crop is so large in the United States that it has scared almost every bull out of the market."

It is reported from Duluth that very little of the new crop is grading No. 1 hard. Last year 70 per cent. graded No. 1 hard, but this year the bulk of the crop is grading No. 1 northern. Of 2,154 cars of wheat received at Duluth in four days recently, 1,461 graded No. 1 northern, and only 283 graded No. 1 hard, and 276 went No. 2 northern. Various parties have been predicting that the Manitoba crop would grade mostly No. 1 northern this year, on account of the wet season, there being a theory that a wet growing season has a tendency to produce softer wheat than a dry warm season. If Duluth receipts are any

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criterion we will not have much No. 1 hard in Manitoba this year, though it is only guess-work to attempt to predict the grades before a sufficient quantity of the new wheat has been received upon which to base a reasonable opinion. It is not at all likely, however, that the Manitoba crop will grade nearly as high as it did last year, as there has been some damage by frost as well as an uneven sample in some cases from grain being down. On account of the heavy crop and cool weather, some farmers started cutting a little too green. Lately there has been considerable wet weather. All these things will have a tendency to reduce the sample.

The Montreal Trade Bulletin speaks of the arrival there of a batch of samples of new Manitoba wheat, previous to September 5, the date of the publication of the paper. The Bulletin says of these samples: "The majority were in very poor condition, being quite wet from rain, while some were partially frosted. From what we can gather, however, there will be more damage from wet than from frost." There is something very peculiar about these samples. The Manitoba crop had suffered no damage whatever from wet up to the date referred to, and the samples must have either been soft from being on the green side or got wet accidentally. General rain was experienced here on the night of September 5, or following day, according to district, but there was no damage from rain previous to that date and we do not think the rain of September 5 and 6 did much harm.

At a recent meeting of the board of trade of Virden, Man., a discussion took place as to the best method to adopt for the local market, and it was decided that the board would take steps to help the farmers out if it was found that buyers were buying below the export price of grain. In case the buyers do this, says the local paper, the board of trade will form a company to handle grain for the farmers, and ship through the bank.

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WM R. ADAMS, 7 Ann Street, Toronto, Ont.

T. H. Metcalfe has gone into the grain buying business at Portage la Prairie.

W. H. Sowden is building a new elevator at Souris, Man., of a capacity of 35,000 bushels.