

# The Commercial

A Journal of Commerce, Industry and Finance, especially devoted to the interests of 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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*The Commercial certainly enjoys a very much larger circulation among the business community of the country between Lake Superior and the Pacific Coast, than any other paper in Canada, daily or weekly. By a thorough system of personal solicitation, carried out annually, this journal has been placed upon the desks of a great majority of business men in the west district described above, and including Northwest Ontario, the provinces of Manitoba, and British Columbia, and the territories of Assiniboia, Alberta and Saskatchewan. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.*

WINNIPEG, JUNE 22, 1896.

## Manitoba.

F. Savago & Co. have opened a harness and saddlery shop at Poplar Point.

A. G. McLeod has opened a confectionery store at Selkirk.

Selkirk, with a population of 2,000, is the fourth largest town in Manitoba.

H. C. Birnie has purchased the photo business at Manitou, of T. C. Birnie & Co.

The Selkirk Record is urging upon the business men to form a board of trade in Selkirk. Good idea.

R. Baal, carriage maker, Selkirk, who received serious injuries at a recent fire there, died from the effects of his injuries.

Entries are now coming in for the Winnipeg Industrial exhibition. The earlier entries can be made the greater assistance it will be to the management.

The Selkirk Record came to hand as usual last week, notwithstanding the very severe loss from fire recently experienced by the publisher.

Geo. H. Rodgers, of Geo. H. Rodgers & Co., Winnipeg, went to Regina last week to take over the business of L. C. Rogers, which will be continued for the present under the style of Rodgers Bros. & Co.

C. N. Bell, secretary of the Winnipeg board of trade and the grain exchange, will put in his summer holidays this year by making a trip to the Pacific coast. He starts next week, after election day of course.

James Burridge, manager at Winnipeg of the Gurney-Tilden company, is having plans prepared for a handsome new warehouse for his company, to be erected on Rupert street, Winnipeg. The height is four stories and a basement; dimensions 40x100.

Winnipeg hide dealers complain that considerable trouble is caused them by the arrival of hides not properly marked. Several lots of hides often come in on the same car, for different dealers, and when each and every hide is not marked, it is merely guesswork to tell what hides belong to each dealer. The bill of lading will show the number in each shipment, but when several shipments are mixed together, it will not show what hides belong to each shipper. Thus difficulty is caused with customers regarding weights. Shippers should mark every hide with a strong tag. When poor tags of light cardboard or paper are used, they often get torn off, and thus the identity of the hides is lost,

## Northwest Ontario.

A local development company has been formed at Rat Portage, and a number of the best business men have united for the purpose of handling and developing promising locations.

There will shortly be some extensive changes at the Sultana. It was stated some time ago that a new outfit of machinery would go into operation there during the summer.

## Alberta.

J. A. McDougall's new wholesale warehouse at Edmonton, says the Bulletin, is now completed. It is a fine addition to the business premises of the town. There are two floors, the lower part of the building being used for heavy groceries and provisions, and the upper portion devoted to clothing, dry goods, musical instruments and notions.

Work was commenced at the Edmonton creamery on June 12.

## The London Conference.

The congress of chambers of commerce of the British Empire assembled again on June 12, for the fourth and final sitting. The resolution of the Newcastle and Gateshead Chamber of Commerce introduced by B. Plummer, that so far as possible the most important inter-imperial postal and telegraph routes be established between Great Britain and the colonies as well as between the colonies themselves, without such routes passing through other countries, was adopted.

The following resolution introduced by the London Chamber of commerce, relating to bills of lading was then adopted: "That this congress express strong disapproval of the method adopted in bills of lading of inserting clauses contracting ship-owners practically out of all liability, and requests the London Chamber of Commerce to provide a conference with ship owners in order to eliminate these clauses, or failing such conference to introduce a bill into parliament defining the liability of ship-owners.

Later, a motion of the Liverpool Incorporated Chamber of Commerce, regarding the rule of road at sea, was adopted. It reads: "Inasmuch as the system of sound signals for use in fog, proposed at the Washington conference, has been condemned as dangerous and useless by all classes directly responsible for the safety of the mercantile marine of this country and by the shipping interests of many other countries, it is expedient the British government should endeavor to secure the consent of all foreign powers to the withdrawal of the proposed new sound signals."

John Williams, for the Leeds Chamber of Commerce, submitted the following motion: "That connection by railway of Seaport in Barmah with Southwest China at Summao is greatly required in order to open out trade of the empire with our new territories in the basin of Mekong, and to enable manufacturers of the empire to compete with those of France in Northern Siam and Southwest China."

The emigration resolution of the Winnipeg Board of Trade, moved by Frank L. Patton, was next brought up and adopted. A similar resolution moved by H. B. Joyner, representing the Qu'Appelle, Canada, Board of Trade, was adopted later.

On motion of J. X. Perrault, for the Montreal chamber of commerce, the following resolutions were adopted: "Whereas, the British currency system of pounds, shillings pence and farthings is a source of constant annoyance and loss of time to trade, especially to foreign trade who have adopted the decimal system, and whereas, the system of dollars and cents now covers the whole of the North American continent, with a population of seventy millions of English speaking

people; be it resolved, that the Canadian decimal system of currency, which answers all purposes, be extended to other portions of the British empire, a pound sterling to be equal to five dollars, and a shilling to twenty-five cents.

Whereas, the British system of weights and measures, which vary constantly in every part of the British empire, is a source of constant annoyance, loss of time and formidable obstacle to local imperial and foreign trade, and whereas, the metric system has now been universally recognized as the most perfect decimal system, and generally adopted by nations on both continents, with the exception of the British empire and the United States of America, be it resolved the metric system of weights and measures be adopted without further delay by the several governments of the empire, a yard being extended to a metro, a quart to a litre and two pounds weight to a kilogramme."

After a resolution expressing the congress to be in favor of closer connection between the governments and chambers of commerce had been adopted, the congress adjourned.

## Dairy Trade Notes.

At Brockville, Ontario, on June 4, the market for cheese was discouraging to the dairymen, who hoped for an advance. 2,851 boxes were offered, 285 boxes of white were sold and 28 colored, at 6½c on the board, but quite a large amount changed hands on the streets at these figures. G. G. Publow, inspector of factories for the Eastern Ontario Dairymen's Association was present and gave the makers some good advice. He said in his visits he found that in nearly all cases a fine article was being made, but complaints were made that some lots that had gone forward were off flavor. This is due to poor curing and the action of the starters used, which, he said, predominated in the flavor of the cheese. He thought too much salt was being used in some cases. He was advising a smooth boring silky textured cheese. Being asked the length of time necessary to secure a cheese, he said three weeks, or never less than fifteen days, but he believed that it would be better if no cheese were shipped under one month from date of making.

The prices paid for cheese at the different country boards in Ontario on June 10, advanced from ½c to ¾c over those of a week ago, and the average country value is now only ¼c to ½c below the ruling for last year in the country, which was 7½c.

At Brockville, Ont., on June 11, there were 2,849 boxes cheese boarded, of which 471 were colored, and the balance white. Sales were—146 boxes white at 6½c, 608 boxes white at 7c, 180 boxes colored at 7c.

Mr. Telfer, of Telfer & Huey, provision merchants, of Glasgow, Scotland, paid Winnipeg a visit last week, and went south to visit western United States cities. While here Mr. Telfer arranged with David Cleland, with J. C. Sproule, to act as agents for his firm in Winnipeg. He also had negotiations with some of our millers, with a view to handling their flour in the Glasgow market.

At London, Ont. on June 18, six factories boarded 1,651 boxes May and 638 boxes June. Sales—25 at 6½c, 125 at 6 18-16c, 510 at 7c, 18 at 7 1-16c and 526 at 7½c.

## Silver.

Prices were comparatively steady, the only change in the London quotations for bars being a decline of 1-16d. on Monday—to 31 5-16—which figure has since then remained stationary. Commercial quotations in New York exhibited a similar slight decline to 68½ to 69½. Silver prices on June 12 were: London, 31 5-16d. New York, 68½c to 69½c.—Bradstreet's,