

# 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 vast 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, APRIL 15, 1895.

## Manitoba.

E. O. Taaffe is now representing Matthews, Towers & Co., of Montreal in the west.

D. M. Mackenzie, representing H. Shorey & Co., Montreal, was in Winnipeg last week.

The tender of A. Andrews to supply the Winnipeg firemen with summer caps at the rate of \$2.90 each has been accepted.

J. A. Smith has retired from the firm of Logan & Co., bankers, Glenboro. The business in future be carried on by R. Logan.

David Wright is opening in the boot and shoe business at Portage la Prairie, Man. E. J. Sparling is opening in the grocery line at the same place.

One of Winnipeg's fine new public school buildings was destroyed last week by fire. The loss on the building and furniture is placed at \$30,000; insurance \$16,800, \$1,800 of which was on the furniture.

A public meeting was held at Hamiota for the purpose of considering the advisability of establishing a cheese factory. After the matter had been thoroughly discussed it was decided to form an association to be known as "The Hamiota Dairy Association."

Steaming on the Red River is not entirely a thing of the past, though it is a much less important interest than it was in the days before the advent of railways. A new steamer was launched in the Red River at Grand Forks, Dakota, last week, and named in honor of that city. The new craft is 124 feet long and her light draught is twenty inches.

## Assiniboia.

Uneasiness prevails at Regina, owing to the presence of incendiaries. An attempt was made recently to fire Reilly Bros. planing mill. On Friday an attempt was made on Capper Bros. paint shop. The largest buildings in town are each being provided with a night watchman. The police are working on the case, but as yet have no evidence in their possession.

## Alberta.

T. Grindley, late of the firm of Lindow & Grindley, general merchants, Fort Saskatchewan, has opened out in the old stand lately occupied by Ross & Morot, Fort Saskatchewan.

## Financial and Insurance Notes.

The annual statement of the Canada Life. just made public, is a very interesting statement—perhaps one of the best ever presented by the company. We hope to publish it next week.

E. McDonald, manager at Winnipeg for the Manufacturers' Life Insurance Co., has just arranged with the Winnipeg Electric Street Railway Company to place \$1,000 insurance on each of the employees of the railway. This is a fine stroke of business for Mr. McDonald.

The Winnipeg City Council has received tenders for the purchase of \$10,000 of 80 year 4 per cent Maryland street bridge debentures and has accepted the tender of H. O'Hara & Co., of Toronto, at \$96.67 for each \$100 of debentures with accrued interest, delivered in Winnipeg.

The Great West Life has issued some folders showing the splendid record of the company for 1891. Its net gain in business was 71 per cent, which was greater than any other company doing business in Canada last year. Only three companies exceed it in the amount of new business done during the year.

Tenders will be received by the Comptroller, Winnipeg, up to Friday, May 10th, for the purchase of \$91,538.00 of City of Winnipeg Local Improvements debentures bearing interest at the rate of five per cent per annum payable half yearly at the Bank of Montreal. Winnipeg \$37,317.00 having 15 years to run, and \$54,223.00 having 7 years to run.

The Great West Insurance company has won the suit brought against them to recover \$10,000 on a policy on the life of J. A. Taylor, of Hamilton, Ont. The policy was cancelled shortly after it was issued on the ground that Taylor had made false representations concerning his habits.

The new assurances issued in Canada in 1891 were for \$51,065,337, an increase of \$5,851,466 over 1893. Of this sum the Canadian companies secured \$33,220,770, the result of their operations at home and abroad being an excess of \$2,120,809 over their previous year, and also equal to 61 per cent and over of the total increase. The British companies secured \$3,219,383, showing an increase of \$251,728 for 1891, which is the more satisfactory as last year they showed a decrease in amount taken up comparing 1893 with 1892. The United States companies are credited with an increase of \$3,479,429 over the previous year. The business in force of all companies now amounts to \$321,405,128, a gain of \$16,487,461, towards which the Canadian ones gave \$13,196,196, the British, \$311,820, and the United States, \$2,679,445. The total premiums amounted to \$10,348,299, a net increase over 1893 of \$127,583. The total amount of claims for the year was \$3,807,310, in 1893 they were \$3,489,630, a net increase of \$127,583. The gross amount of insurance in force in 1891 was \$321,415,128, leaving the large amount of \$97,577,876 to be accounted for by lapses and policies cancelled by becoming claims. By deducting claims from the above sum we arrive at the amount of policies lapsed or surrendered last year, which was \$33,780,566.—Insurance and Financial Chronicle.

There is still an enquiry for wheat at Montreal for shipment to Ontario millers, and sales have been made for No. 1 Manitoba hard at 79c, which is 1c advance upon last week's outside quotations. No. 2 red winter has sold in car lots at 68c, which is 3c advance upon former transactions.—Trade Bulletin.

## Saskatchewan.

W. F. Gladstone, late of the Queen's hotel Prince Albo t., has entered into partnership with C. McGregor of that place, in the livery business.

## Northwest Ontario.

News has been received from the Rat Portage board of trade delegation to the effect that they have been successful in their mission to Ottawa. The minister of marine and fisheries has consented to enlarge the fishing privileges of the Lake of the Woods and to open the inland lakes along the Canadian Pacific Railway which are to be named, and fishing in them regulated by order-in-council to prevent their depletion. The work of improving the navigation of the Rainy river will be proceeded with at an early date. The Rat Portage post office building is also promised to be proceeded with at once.

Definite arrangements have been completed for the running of a Canadian Pacific steamship from Detroit and Windsor to Port Arthur and Fort William this season. It was at first rumored that the Manitoba would be used for this purpose, but the steamer Alberta has been selected. The Alberta will leave Windsor at 3 p.m. on Saturdays and will call at Courtwright, Sarnia, Meckinaw and Sault Ste. Marie on the way to the Lake Superior ports. Returning the same stops will be made with the exception of Meckinaw.

Fort William was visited by fire on April 10, when the Roman Catholic convent and church on the Indian reserve opposite Westfort William were destroyed. The convent was used as an orphan home and occupied by 100 children. It was a new edifice. The church was built by the Jesuit fathers forty years ago and was an historical edifice. Later the same day fire started in Smith's furniture store in which the proprietor lived. The building, stock and household effects were a total loss, as were Neelon's grocery store and contents, Thompson's barber shop and Cook's building.

## Lumber Trade News.

The British Columbia lumbermen are endeavoring to have cedar lumber placed on the free list, on lumber going into the United States. Cedar is now classed with hard wood lumber "for cabinet work" and is dutiable. The British Columbia lumbermen claim that as it is a common lumber with them, it should be classed with pine and other undutiable lumber, and they are making representations to the authorities in the United States to endeavor to have this change made. J. D. Scott has returned to Vancouver from Washington, where he appeared before the board of appraisers on the subject. The appraisers decided that British Columbia cedar in any shape must pay duty. The lumbermen have now decided to appeal from the decision of the appraisers to higher authority.

D. Sprague, of the Winnipeg saw mill expects to start up his mill about May 20, by which time his log drive from the Rosseau river country will have arrived. Mr. Sprague is bringing down 6,000,000 feet of timber this spring, the largest cut he has ever made. He hopes to get it afloat successfully, though the low state of the water is not any too favorable for the work. Should the timber get "hung-up" on the Rosseau it will be a serious loss, but the June spring rains will probably keep the water high enough until the logs reach the Red. Mr. Sprague's cut in previous years has never exceeded three or four million feet and it is said that the prospective construction of a section of the Hudson's Bay Railway has something to do with the large cut this year.