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The Canada Life has increased the maximum limit of assurance on a single life from \$25,000 to \$30,000.

The City Council of Chicago has instructed a committee to draft an ordinance limiting the height of buildings to twice the width of the street, provided that the height shall in no case exceed 135 feet.

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**COMMERCIAL SUMMARY.**

The Corporation of Vancouver has expended this year up to 1st November \$30,431.41 on street improvements, and there is still about \$20,000 more to be done this year.

The late Right Hon. W. H. Smith was a believer in life assurance. He was the oldest policy-holder at the time of his death of the Star Life, holding policy No. 3, issued in 1843. All his accrued bonuses were used to increase the original sum assured.

It is estimated that over 500 men have left the Ottawa valley for the lumber shanties, an increase of nearly 200 over last year. Wages are much higher, and it is stated that over \$500,000 will be paid to the men during the season.—*Carleton Place Central Canadian.*

The C. P. R. Co. have a staff of men at work excavating for their new station at the foot of Granville Street, Vancouver. A statement appeared lately in a Seattle paper that Mr. Scraggs, C. P. R. purchasing agent, had told a reporter that the C. P. R. had no intention of building a new station at Vancouver. Mr. Abbott informed a representative of THE COMMERCIAL JOURNAL that the supposed interview was a pure invention, and that the work will go ahead as rapidly as the weather will permit.

The condition of the English labor market, according to the report of the labor correspondent of the British Board of Trade, is rather unsatisfactory, and the outlook is for a further decline in the demand for skilled labor. Labor troubles have been numerous. Of a total membership in twenty trades of 244,075 there was unemployed in October about 4½ per cent., against less than 3 per cent. last year in the same month. The general result of the monthly returns of the societies sending in their reports is to show that while the state of the labor market is not seriously bad, it is in a declining condition. The returns are, says *Bradstreet's*, the most unfavorable since the middle of 1888, just when trade was receiving the benefit of the upward movement which commenced in 1880, just, in fact, about midway between the periods of greatest depression and greatest prosperity. The building and printing trades are the most prosperous, while the iron and steel trades are the least so.

The fire underwriters at Halifax, N. S., have passed a resolution, that after the 16th inst. they will not insure any building or stock situated within three hundred feet of oil, in quantity exceeding that prescribed by law.

The British commissioners who have been visiting Chicago in regard to the steps to be taken by Great Britain to make a suitable exhibit at the World's Fair in 1893, declare themselves impressed with the manner in which the work is being done, and express the opinion that there is no doubt whatever of the ultimate success of the fair. They recommend the erection of a handsome building on the site provided for Great Britain.

The *Insurance Chronicle* of Montreal says:—The growth of British Columbia during the last decade, both in population and wealth, has been very satisfactory, the former since 1881 having been 87 per cent., with a present population of 92,767. Solid prosperity is indicated by the fact that in Victoria, Vancouver and New Westminster 50 per cent. of the mechanics own the houses they live in. The assessed value of real estate in the province, outside the cities, is \$20,000,000, and of personal property \$18,000,000. The value of real and personal property altogether is \$546 per head, and the debt of the province is \$12.50 per head.

A telegraphic despatch from San Francisco, commenting on the recent departure of the steamship *Oceanic* for China and Japan with one of the largest cargoes that has left there for the Orient for some time, says: "The cause of the heavy freight is the recent cut in the rate on flour. The Upton and Canadian Pacific lines have been carrying the bulk of the flour away to China for some time past, until nearly all the trade had been diverted from this port. Before the advent of the Canadian Pacific, the Pacific Mail and Occidental & Oriental lines enjoyed a monopoly of the Chinese trade, both out and in. The rate on flour from here to China was as high as \$6 a ton. The Canadian Pacific made the first slash, cutting it down to \$3.50 a ton. This was followed by an undercut of 60 cents by the Upton line. The Occidental and Oriental Company then made a cut to \$2.50, and the *Oceanic*, the first steamer to leave under the new regime, was loaded to the guards with flour. The Pacific Mail Company will probably fall into line with the Occidental & Oriental cut, and more heavy shipments may be expected."