

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, JANUARY 13, 1896.

Manitoba.

Another general store is talked of at Gladstone.

The Ross Drug Co. has opened business in retail drugs in Winnipeg.

Kennedy & Waddington, fruits and confectionery, Souais, have assigned.

The Killarney Guide, a new local paper, has appeared as a weekly journal with W. Hatch as editor.

The business of C. B. Gordon & Co., general store, Manitou, is now carried on by the Donaldson Trading Co. Mr. Gordon is going into the grain and live stock trade with Gordon & Ironsides.

It is reported that the projectors of the Manitoba Southeastern railway—the proposed lumber road from Winnipeg to the Lake of the Woods—will apply again for aid to the provincial government.

We noted a short time ago the dissolution of the firm of Ross & Maw, dealers in vehicles, windmills, harness, etc., Winnipeg. The business is being continued by J. Maw & Co., who continue all the old lines and agencies carried on by the old firm, including the control here of the Brantford carriages, the Chicago aermotor windmills, grain crushers, pumps, etc. The new firm occupy the same premises on Princess street, opposite the city market.

A new produce firm has been established in Winnipeg under the style of Robt. I. Crisp & Co. Promises have been secured at 547 Main St. Mr. Crisp, the head of the firm, who resides at Souris, in this province, has been handling grain and produce for some years, and he has decided to open in Winnipeg in order to conduct the business on a more extensive scale. J. D. Forestar, late of Vancouver, will be in charge of the Winnipeg office. Butter, eggs, cheese, dressed hogs and all kinds of produce and grain will be handled in season.

Alberta.

W. Maloney, dealer in agricultural machinery, Calgary, has assigned.

Calgary has been made an independent port of entry for customs purposes with Amos Rowo as collector. He will resign the land agency now held by him.

Canadian Trade Returns.

The trade and navigation returns for the fiscal year ending June 30, 1895, have been printed by order of parliament. The aggregate trade for the year on the basis of goods for consumption amounted to \$218,891,000 as compared with \$230,618,000 in 1894, a decrease of nearly \$12,000,000. Total trade of all kinds amounted to \$221,420,000, against \$241,000,000 in 1894, a decrease of over \$16,000,000. Compared with 1893 the decrease was \$23,000,000. The exports and total imports compared with the two previous years were as follows:

	Exports.	Imports.
1893	\$118,564,000	\$129,074,000
1894	117,521,000	123,474,000
1895	118,638,000	110,781,000

The aggregate trade with our chief customers was for the past two years as follows:

	1894.	1895.
Great Britain	\$107,256,000	88,311,000
United States	88,311,000	7,887,000
Germany	7,887,000	7,121,000
West Indies	7,121,000	

	1894.	1895.
Great Britain	\$92,988,000	95,932,000
United States	95,932,000	5,421,000
Germany	5,421,000	8,681,000
West Indies	8,681,000	

Our aggregate trade with Great Britain was less in 1895 than in 1894 by \$15,000,000, and with the United States more by over \$5,000,000.

Imports for consumption by countries for the last two years were:

	1894.	1895.
Great Britain	\$38,717,000	\$31,181,000
United States	53,034,000	54,634,000
Germany	5,811,000	4,794,000
France	2,586,000	2,585,000
West Indies	3,677,000	4,956,000
China and Japan	2,524,000	2,528,000
Italy	402,000	881,000
Spain	889,000	402,000
Holland	314,000	243,000
Belgium	550,000	441,000
Newfoundland	814,000	789,000
South America	872,000	806,000
Switzerland	274,000	259,000
Other Countries	3,066,000	1,789,000

Total

The value of Canada's exports by countries for the past two years was:

	1894.	1895.
Great Britain	\$68,538,000	\$61,656,000
United States	35,809,000	41,297,000
France	544,000	395,000
Germany	2,046,000	626,000
Spain	56,000	84,000
Italy	109,000	34,000
Holland	281,000	140,000
Belgium	708,000	251,000
Newfoundland	2,818,000	2,825,000
West Indies	3,448,000	3,725,000
South America	1,892,000	1,303,000
China and Japan	540,000	378,000
Australia	322,000	417,000
Other countries	882,000	853,000

Totals

The fact that our aggregate trade with the United States increased by \$7,000,000 in the face of a decline with nearly all other countries can be attributed to the operation of the reduced tariff under the Wilson bill. While we bought a million and a half more from them in 1894. The average duty collected on British goods imported amounted to over 22 per cent., while the average duty collected on United States goods was only 12½ per cent. British importations to the value of \$31,181,000 paid \$7,006,000 in customs duty. United States goods imported to the value of \$51,634,000 paid \$6,897,000 in customs duty. The revision of the Canadian tariff in 1894 has resulted in an

enormous increase of the discrimination against British products. The average duty on all imports, both dutiable and free, was 10.1, and consequently British goods were made to pay 6 per cent. more than the average, and United States goods 4 per cent. less than the average. The average duty collected on dutiable imports was 80½ per cent. The average in 1894 was 80.8, or three-tenths of 1 per cent. less.

Statistics of Railways.

The annual report of the Interstate Commerce Commission includes statistics of railways in the United States for the year ending June 30, 1894. On that date there were 178,708 miles of line, an increase during the year of 2,247 miles. There were 1,924 separate corporations, an increase of 84 over the previous year. Of these, 915 maintained operating accounts, 805 were subsidiary companies, 98 were private roads, and 76 were not operated during the year. The number of roads having an operated mileage of 1,000 miles or over was 44, and these roads operated 56.80 per cent of the total railways. The capitalization of roads filing reports was \$10,796,473,816, or \$62,961 per mile.

The number of passengers carried was 540,688,199, and the number of tons of freight moved was 638,186,553; both of these items show a decrease as compared with the previous year. Gross earnings were \$1,073,861,797, a decrease of 12.07 per cent. Operating expenses were \$781,414,822, a decrease of 11.66 per cent. Net earnings were \$31,947,475, a decrease of \$50,833,100 from the previous year. Income from other sources was \$142,816,805, which added to net earnings, made the amount available for fixed charges and dividends, \$484,764,280. Fixed charges were \$429,009,810, dividends, \$95,515,226, and other payments \$6,092,038; leaving a deficit from the operations of the year of \$45,851,294 as compared with a surplus of \$8,117,745 in the previous year.

The number of employees was 779,608, a decrease of 93,994. The number of employees killed was 1,823, and the number injured 23,422, a marked decrease in casualty as compared with previous years. The number of passengers killed was 324, an increase of 25, and the number injured was 3,034, a decrease of 195.

A preliminary income account for the year ending June 30, 1895, including the returns from 650 roads, and covering the operations of 164,529 miles of line, is also included in the report. The gross earnings of these roads for this period were \$1,003,022,823, or \$6,096 per mile, a decrease of \$13 per mile, operating expenses were \$677,667,635, or \$4,119 per mile, a decrease of \$4 per mile, and net earnings were \$325,355,218 as compared with net earnings of \$320,137,670 for the same roads in the previous year, an increase of \$31 per mile. Passenger receipts fell off \$177 per mile, while freight receipts show a gain of \$149 per mile. Total net earnings and income, including income from other sources, were \$58,412,461. Fixed charges and other deductions were \$336,851,946 and dividends were \$53,135,545, leaving a deficit from the operations of the year of \$31,075,030. The amount of dividends paid by the same roads in the previous year was \$61,501,785. Remissness on the part of the railways in filing their reports continues to cause serious delay in the compilation of these statistics.

The Philadelphia Bourse, the first general exchange to be erected in the United States was formerly dedicated on December 31. The building, which is eight stories in height, runs through from Fourth street to Fifth street, and between Chestnut street and Market street. The structure complete has cost \$2,500,000. It is already occupied by a number of trade organizations,