

Manitoba.

Wilson & Drake, Hartney, have built a new store.

John Stewart, tobacconist, Winnipeg, has sold out to Wilfred & Maynes.

Smith & Kennedy, tinsmiths, Brandon, have dissolved partnership. R. C. Smith continues.

There was a fire at the Winnipeg gas works last week, which shut off the light for a few hours, and did considerable damage.

William Bridget who has been in the employ of G. Butchard, Hartney, for five years, is going to start a business on his own account at the new town of Pipestone.

J. F. Shillington, general dealer, Hartney, has disposed of his business to J. Iverson & Co. Mr. Shillington was the pioneer merchant of the locality. He will soon move to Stockton.

Wm. M. Fielding, representing Jas. Hall & Co., manufacturers of gloves, mitts, etc., Brockville, has arrived in Winnipeg. He has brought a stock of goods along with him, and has secured quarters at the Manitoba hotel, where he will be found until Christmas. Orders will be filled direct from the Winnipeg stock.

Northwest Ontario.

A Port Arthur telegram of October 31 says: "Fire broke out early this morning in the old postoffice building on Lorne street. That and the building formerly occupied and known as the Office hotel, next door, and which was used by Wells & Emmerson, as a warehouse, were both totally destroyed. Loss on building, \$3,000; no insurance. Wells & Emmerson had \$1,000 on the stock, some of which was saved."

Assiniboia.

F. H. Peters, builder, Edmonton, has assigned to C. F. Strong.

Institute of Chartered Accountants, Ontario.

The first monthly meeting of the Institute for the autumn season was held in Toronto on Thursday evening, 20th ult, there being a large number present. After the usual order of business, the president, H. W. Eddis, introduced the guest of the evening, Samuel P. Russell, C.A., of Winnipeg, who had been invited to explain a system of loose-sheet ledger keeping devised by him. His explanation of his system and the discussion of it by members was the main business of the evening.

After detailing some of the hindrances, annoyances, and the great waste of time, familiar to all who have had much to do with bound ledgers, Mr. Russell exhibited a sample ledger, consisting of an ordinary Shannon file, having as the top a hinged leather cover, permitting of easy reference to contents, followed by a bunch of sheets, arranged in directory order, with the name at the foot of the leaf, which, he explained, was one of the points covered by his patent; then completed by a solid cover underneath, similar to the one at top; one of the uses of the covers being to not only provide a suitable holder while on the file, but to allow the open accounts to be tied with tapes passing through holes, if so desired, thus forming for the time, a bound book. Only the open accounts are placed on these wires. The closed accounts in which the sheets are not completely filled, are kept in boxes immediately over the desk and called "Closed Available"; those sheets which are filled are kept in the vault under the title of "Closed Permanent." The items on closed accounts are always checked before distributing the sheets.

The advantages which have, so far, developed themselves, appear to lie in the great facility of handling—the possibility of any desired arrangement or grouping—the ability to change

that arrangement at a moment's notice—the saving in desk work—the uniformity of space given each customer, and the consequent lack of hesitation as to quantity of room to be assigned a new account. There is certainly great ease of reference, because the sheets containing an account are kept together at all times and there are never any blank pages in the way. A saving of time in all the above points is obvious, and particularly in the work of posting, collecting, taking trial balance and other reference to open accounts, due to the fact that all other matter is out of the road. The inventor asserts that in the twenty sets now in use, covering fifteen thousand sheets, the work is done in from one-half to two-thirds the time that was formerly used on bound ledgers.

The discussion was at times quite lively. In response to an inquiry as to whether this system would offer any facilities for concealing theft, the speaker gave it as his opinion that not more than one bookkeeper in ten thousand is dishonest, and he could not see wherein a man could steal any more successfully with a loose-sheet ledger than a bound one. Further, he said, no man ever did wrong without leaving a trace. As a matter of protection to the bookkeeper it is but a moment's work to run a flat chain through loop and around outside of wires, fastened by a small padlock, and thus prevent removal of sheets, while allowing ready reference to accounts. The weak feature that strikes us is the confusion that would be created by the loss of any sheet or number of sheets.

An interesting point was developed during a discussion as to loose-sheet ledgers in court. Mr. Russell showed that, as the judge looks upon a ledger merely as an index to the original entries, and as there is usually but one account involved in the suit, you may remove that one account from the file, make a copy if desired and file the original in court, thus enabling you to keep up your work and preventing inquisitive lawyers from examining accounts which you do not wish them to see. With the hearty vote of thanks tendered to Mr. Russell for his address, was coupled the wish that he might meet with every success with his ledger. —*Money-tary Times.*

The Grades Selected.

A general meeting of the Winnipeg grain exchange was held Wednesday morning at 11 a.m. and considered the correspondence from the trunk lines of railways running into New York re the naming of the three grades of wheat, which number only will be handled by the U.S. roads through that sea port for export. After considering the grades of which the largest percentage are now being returned by the grain inspector, it was decided that Nos. 1, 2 and 3 hard would be selected.

The question of shipping all goods through Halifax was discussed at some length, and the C.P.R. officials present at the meeting agreed to refer the matter to the general offices in Montreal for consideration.

The following is the circular issued by the freight department of the Trunk Line associations in regard to grain shipments, under New York date of Oct. 28th:

AGREEMENT FOR GRADING CANADIAN GRAIN IN BOND.

Taking effect Tuesday, November 1st, 1892, the following rules will govern upon all shipments of grain from Canada exported via the port of New York.

First. All grain from Canada exported via the port of New York will be handled according to grades established by the boards of trade of Winnipeg, Toronto and Montreal, and grain so graded will be placed in bonded bins of the elevators and boats of the Trunk Lines at New York with other Canadian grain of like quality and grade as per the duplicate certificate of the Government inspector of the Dominion of Canada.

Second. The maximum number of grades which can be accommodated in the bonded bins of the elevators and boats of the Trunk Lines

at New York is 15; said grades will be fixed by the boards of trade of Winnipeg, Montreal and Toronto in accordance with the agreement reached at conference of October 20th, 1892, viz:

Manitoba wheat 3 grades; Ontario wheat 4 grades; Ontario rye 1 grade; Ontario oats 2 grades; Ontario barley 2 grades; Ontario peas 1 grade; Ontario black eyed peas 1 grade; Ontario buckwheat 1 grade. Grain from the province of Quebec will be placed in the same bins or boats as grain from the province of Ontario.

Third. No Canadian grain for export via New York will be accepted by the Trunk Lines on through foreign bills of lading, but such shipments must be consigned to the care of an individual or firm located at that port, whose address must be given in each instance.

Fourth. Manitoba grain will be inspected and graded before being forwarded from Winnipeg on the Canadian Pacific railway or Emerson on the Northern Pacific railroad, and a duplicate certificate of grade from the Canadian Government inspectors attached to the waybills.

Fifth. Grain from the provinces of Quebec and Ontario will be inspected and graded in Canada before passing the frontier and the cars will be turned over to the Trunk Lines with duplicate certificates of the grade from the Canadian Government inspectors attached to the waybills.

Sixth. Grain so arriving at New York will be placed in the grades established by the Canadian boards of trade and certified by the government inspectors of the Dominion of Canada, subject to the same storage and handling charges as domestic grain, as per the agreement between the New York Produce Exchange and the Trunk Lines.

It is understood that the same rules will govern on shipments of Canadian grain for export via all other seaports when handled by the railroad companies members of the Trunk Line association.

F. H. HOYT, Secretary. C. W. BULLEN, Commissioner.

Grain Traffic Stopped.

A New York telegram of October 31 says: An influx of grain almost unprecedented has forced the New York Central to post grain receipts to the extent of 300,000 bu. The day before yesterday 216,000 bu were posted on the bulletin of the New York Produce Exchange, yesterday nearly 100,000 bu were posted. This exceptional action was necessary in the circumstances. The congested condition of traffic is due to the large crops and the heavy shipments from the west.

In addition there has been a check in the export trade, caused, the Vice President of the New York Central thinks, by the cholera scare and the consequent derangement of foreign traffic. "The elevators of the New York Central," he explained, "are full, the boats are loaded and the cars are waiting on the road with loads of grain. The lake traffic is pressing in on Buffalo and it is necessary to find an exceptional outlet to relieve the congestion. There is nothing to do but to take advantage of the rule of the Produce Exchange permitting us to post old shipments."

Position of Wheat Abroad.

[From Beerbohm, Oct. 21.]

There is little fresh to notice in the general position of the wheat trade; the fresh shipments from exporting countries have been larger than before and beyond immediate requirements. The reports from America of continued heavy farmers' deliveries and increasing visible stocks have also not been calculated to induce active buying. Prices, however, remain relatively steady and their movements during the past few weeks furnish a strong argument in favor of the opinion that wheat has seen its lowest point, although it may, and probably will be, hard to move values upward.