

The recognized authority on all matters pertaining to trade and progress in Western Canada, including that part of Ontario west of Lake Superior, the Provinces of Manitoba and British Columbia, and the Territories.

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WINNIPEG, JULY 11, 1967

INCREASING EXPENSES

We do not expect others to find reason in business matters or commercial conditions in reports of religious gatherings. At the meeting of the Anglican synod in Winnipeg this week, however, the archbishop in his address took occasion to say a word about the social conditions that are making of the present period of expansion. The archbishop referred to expansion of the past, which followed times of great apparent prosperity, and he feared that we might have a repetition of this tendency to reaction. "I think," he said, "we are faced to-day by two imminent dangers—one of them is the danger of a reaction from the values and by and by to disastrous losses. The other of extravagant living and an unhealthy pursuit of gain, which must prove most demoralizing and injurious to the Christian life."

These words of the archbishop are worthy of careful consideration by business men. In times of prosperity it is easy to be extravagant in expending personal and business expenditures, and when the inevitable period of contraction comes, it is a difficult matter to reduce expenditure again. It is not so easy to increase when the reduction is made. During periods of prosperity expenses usually increase from natural causes. The cost of living is sure to be higher, and because of this there is the tendency to extravagance. It is not so easy to be kept down. It is therefore very easy to increase expenses to the point in excess of business profits. Instead, therefore, of accumulating profits during periods of prosperity, it often happens that expenses are increased in greater ratio than profits, and besides this, extravagant habits are formed which it is very difficult to break. It is not so frequent the result of extravagant habits formed during a period of prosperity is the commercial wreck. The words of the archbishop regarding the tendency of extravagance toward extravagance living should therefore attract the attention of many business men.

BOUNTIES ON STEEL AND BIND-
ER TWINE.

Ottawa, July 8.—The iron and steel bounty resolutions were brought down to-night and are in line with what was indicated some time ago in this correspondence. Wire rods, not manufactured in Canada, are now on the free lists. It is now proposed to give a bounty of \$6 per ton, on condition they are sold to manufacturers to make wire in their factories.

There are no large steel plates now made in Canada, and they are ad-

mitted at the low duty of 10 per cent. When manufactured here they will earn a bounty of \$3 per ton.

On structural iron there will also be \$5 per ton bounty. In 1899 provision was made to scale down the bounties on steel ingots, puddled bars and pig iron, commencing in 1902 and expiring in 1917. The reduction has been suspended for one year so that for the present year there will continue to be paid the same as last year, 90 per cent, or the amount fixed by the statute of 1897, commencing with July 1, 1901. For 1904, the bounties will be 75 per cent; for 1905, 65 per cent, and for 1906, 35.

Another resolution provides for a bounty on binder twine, equal to the amount paid as export duty in the Philippines on Manila fibre, but not to exceed three-eighths of one per cent. per pound on Manila used in the manufacture of binder twine in Canada after September 1, 1903. The resolutions are as follows:

The governor-in-council may authorize payment of the following bounties on the undermentioned articles manufactured in Canada from steel produced in Canada, from ingredients of which not less than fifty per cent. of the weight thereof consists of pig iron made in Canada, viz. :

The governor-in-council may authorize the payment of a bounty to any corporation, firm or person manufacturing binder twine in Canada, such bounty to be equal to the amount paid as export duty in the Philippine islands on Manila fibre produced in such islands and used in the manufacture of binder twine in Canada; such bounties shall only be payable in respect of binder twine manufactured on or after Sept. 1, 1903, provided, however, that the bounty shall not exceed three-eighths of one cent per pound on the Manila fibre so used in the manufacture of binder twine.

The governor-in-council may make regulations to carry out the intention of this act.

It is understood that the Dominion Iron and Steel Co. are satisfied with the bounties brought down to twenty per cent., as at present arranged for another year, it is understood that the new bounties on wire rods, structural iron and plates will yield the company about \$25,000 per month. That is, of course, when the company is ready to go into the development of these new industries in Canada. The amount, therefore, which the company expects to receive from the bounties on these three different items, wire rods, structural iron and plates, will be about \$300,000 a year.

Sleeping car accommodation and upper lake steamships' state rooms and berths may be reserved by application to any of the Canadian Northern railway agents.

The express trains operating between Winnipeg and Port Arthur in each direction daily will make close connections at Winnipeg with trains for and from all points on the Canadian Northern railway west of Winnipeg, and direct close connection will also be made at Port Arthur with the C. P. R., Imperial Limited trains east and west, and with steamers of the C. P. R. and Northwest Transportation company for all points in the east, via all rail and lake and rail routes. Summer excursions rates have also been established, and a series of popular tours are announced.

The C. N. R. as follows:

Winnipeg, Port Francis, Port Arthur, Isle Royale, Duluth, St. Paul, Minneapolis, between Winnipeg and Port Arthur, Canadian Northern railway; between Port Arthur and Duluth direct or via Isle Royale-Beatty Booth or White Bear steamer; meals and berths included between Duluth and Port Arthur, Minneapolis and Pembina, Northern Pacific railway; between Pembina and Winnipeg, Canadian Northern railway; agents at Winnipeg, and stations east to Port Arthur inclusive, will sell this tourist ticket at a rate of \$7.50. Passengers will be permitted to accompany a party in either direction and complete circuit; agents west of Winnipeg will sell tickets at rates made by adding fare to Winni-

On rolled round wire rods, not over three-eighths of an inch in diameter, when sold to wire manufacturers for use in making wire in their own factories in Canada, a bounty of \$6 per ton.

On rolled angles, tees, channels, beams, joists, girders, or bridge building or structural rolled sections, and on other rolled shapes, not round, oval square or flat, weighing not less than 35 lb. per lineal yard, and also on flat eye-bar, blanks, when sold for consumption in Canada, a bounty of \$3 per ton.

On rolled plates, not less than 30 inches in width and not less than one-quarter of an inch in thickness, when sold for consumption in Canada for manufacturers' purposes, for which such plates are usually required, and when to be included plates to be sheered into plates of less width, a bounty of \$3 per ton.

The governor-in-council may make regulations to carry out the intentions for the foregoing section. That chapter 8 of the statute of 1899 be so amended as to provide that the bounties on steel and iron authorized by chapter 8 of the statutes of 1897 shall be continued until June 30, 1907, and that the rates of such bounties shall be as follows:

From July 1, 1903, to June 30, 1904, both inclusive, the bounties shall be 90 per cent. of the amount fixed by the said chapter 6 of the statutes of 1897.

From July 1, 1904, to June 30, 1905, both inclusive, the bounties shall be 75 per cent. of the amount fixed by the said chapter.

From July 1, 1906, to June 30, 1907, both inclusive, the bounties shall be 55 per cent. of the amount fixed by the said chapter.

both inclusive, the bounties shall be 35 per cent of the amount fixed by the said chapter.

CANADIAN NORTHERN TRAIN
SERVICE.

The general change of time on the Canadian Northern will take effect on their lines on July 12. Commencing on that date daily passenger trains will be run between Winnipeg and Port Arthur in each direction: Leaving Winnipeg 7 p.m., arriving at Port Arthur 10.17 a.m.; arriving at Port Arthur at 10.25 a.m. the next morning; leaving Port Arthur at 5.05 p.m., arriving at Port Arthur at 5.12 and ending at Port Arthur.

Winnipeg at 8.30k. the next morning.
There will be daily (except Sunday) passenger trains between Winnipeg and Dauphin, leaving Winnipeg Mondays, Wednesdays and Fridays, running via Gladstone, arriving Dauphin at 5.05k.; leave Winnipeg Tuesdays, Thursdays and Saturdays at 8.30k., running via Neepawa, arriving Dauphin 6.05 p.m. Leave Dauphin Mondays, Thursdays and Saturdays at 10.30 a.m., running via Gladstone, arriving at Winnipeg 5.45 p.m. Leave Dauphin Mondays, Wednesdays and Fridays, 9.30k., running via Neepawa

Arriving Winnipeg 5:45 p.m.
Daily (except Sunday) passenger
service between Winnipeg, Brandon
and Regina, leaving Winnipeg at
4:45 a.m., arriving at Brandon at
1:15 p.m., arriving at Brandon at 6:45
a.m., arriving at Hartney at 8:30 a.m. and Bran-
don at 9:15 a.m., arriving at Winnipeg
at 10:00 a.m. Daily except Sunday.
Changes in other trains will be put
into effect on the same date, to en-
sure all trains to be in effect at the
same time. Expresses, which are to be
run between Winnipeg and Port Ar-
thur, in connection with the Upper
lake boats and the Canadian Pacific
Imperial Limited trains.

Winnipeg to Fort Francis, Canadian Northern railway; Fort Francis to Rat Portage, Rainy River Navigation Co., meals and berths included; Rat Portage to Winnipeg, Canadian Pacific railway; side trip Fort Francis to Mine Centre and return may be taken at an additional cost of \$1.50, via Rainy River Navigation Co. and Rainy River. Return to Toronto may be taken in the reverse direction. Rate of \$15 applies from Winnipeg. Agents west of Winnipeg will make through rate by adding single fare to Winnipeg to tourist rate of \$15 from Winnipeg.

Winnipeg to Duluth and return, \$22.50—Winnipeg to Port Arthur, by Canadian Northern railway; Port Arthur to Duluth direct or via Isle Royale, Northwest Transportation company, Booth or White Steamship lines; meals and berths included; return same line as used on going trip; agents west of Winnipeg will make through rates by adding single fare to Winnipeg to tourist rate, \$22.50.

Tickets for these popular trips will be on sale daily, until Sept. 3, good until Sept. 30, valid for stop-over. Reservations in C. N. R. sleeping cars and on lake steamships may be made on application to any agent, 431 Main street, or at the Water street depot. Reservations can be made for advance dates.

Thereafter boats of the Northwest Transportation company will leave Port Arthur after the arrival of the C. N. express on Friday, Winnipeg on Saturdays and Wednesdays, Port Arthur will leave after the arrival of the C. N. express from Winnipeg on Friday, Sunday and Monday.

Through the way and round trip tourist ticket via Canadian Northern to Port Arthur, thence via these boat lines, or via Canadian Northern to Port Arthur, thence by the all rail Imperial Limited train, have been placed on sale with all agents.