

# 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 the great majority of business men in the vast district designated 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, MAY 28, 1894.

## Manitoba.

James Fogg, formerly of the Cabinet hotel, Winnipeg, has leased the Crawford house.

J. A. Ovas has opened his store at Brandon on the corner of sixth and Rosser streets.

The store and hotel owned by Mr. Pentland at Norquay were destroyed by fire recently.

The contents of the Queen's hotel, Winnipeg, will be sold at a rate on the dollar, on Tuesday, May 29, on the premises.

Alex. Macdonald, a well known railway contractor of Winnipeg, is dead. He built part of the Northwest Central and other lines.

J. & E. Sampson have purchased the brick making plant and yard of F. T. Cope, of Brandon, together with the 500,000 brick now in stock in the yard. This is undoubtedly one of the best equipped yards in the country.

## Alberta.

A party of six delegates from Nebraska, representing 50 families, are at Edmonton examining the country.

Work in the coal mines at Anthracite is temporarily suspended while the H. W. McNeill company are making arrangements to increase their siding accommodation. The number of switches is to be doubled, and a second weigh scales will be added. The output of coal for the next twelve months will be increased to 60,000 tons, the past average having been 30,000.

## Saskatchewan.

L. Valade, merchant tailor at Prince Albert, has purchased the business lately managed by A. L. Robertson at the same place.

## Insurance and Financial Notes.

The annual meeting of the British Columbia Board of Fire Underwriters was held in Victoria on the 5th inst. The election of officers for the ensuing year resulted as follows:—

President, H. T. Coperly, Vancouver; first vice president, C. E. Woods, Westminster; second vice-president, J. C. Maclure, Victoria; secretary and treasurer, C. R. Townley, Westminster. Executive committee: Victoria, C. E. Dickenson, J. St. Clair Blackett, and J. Holland; Vancouver, C. F. Yates, A. H. Smith, A. A. Boak; Westminster, A. W. Ross, F. J. Hart, and T. R. Pearson; Nanaimo, J. M. Rudd, Marcus Wolff, and A. E. Planta.

In Parliament at Ottawa last week Mr. Cockburn made a speech condemning the present rate of interest paid upon deposits in the government savings banks, and argued that the government should go out of the farce altogether as the present system was forcing chartered banks and mortgage companies to charge high rates to customers. Mr. Cartwright urged that the rate of interest upon amounts deposited in savings banks be reduced. As long as a higher rate was paid by the government upon deposits than money could be borrowed for people were taxed to pay the balance.

## Freight Rates and Traffic Matters.

The Montreal Trade Bulletin, of May 18 says: "To say the freight market is demoralized is stating the case mildly, as ship agents have found the greatest difficulty in filling their tonnage. An engagement is reported of heavy grain at 9d per quarter, and as low as 6d is talked of to an English port. In the present state of the market, freight rates on grain are simply nominal. Cattle and hay freights are simply in the same fix, an engagement of hay being reported at 15s to Bristol and 20s to London. In lake freights the "Escalona" has been chartered in Chicago to take corn to Kingston at 2½c per bushel. The rate from Kingston to Montreal is 2½c on corn and 2½c on wheat. From Chicago to Buffalo the rate is 1½c wheat and 1c corn; and from Buffalo to New York 2½c wheat and 2½c corn."

The Duluth Market Report of May 19 says: "Vessels have taken about 570,000 bushels of wheat out during the week, most of it at 2½c per bushel to Buffalo, while that which went to Kingston was carried at 3½c per bushel. The week was rather inactive, and had it not been that the additional storage charges accrued on the 15th, just the record of shipment would have been even smaller. Rates are now nominally 2½c to Buffalo and 3½c Kingston. Ore charters are firm at 80c. Vesselmen find some strength in the situation to-day and are looking to see good business next week.

The Chicago Daily Trade Bulletin reports as follows for the week ended May 19: "The railroads, although getting very little business, were interfered with by the scarcity of coal, and the Grand Trunk refused to receive any more grain unless subject to delay. Rates to New York were steady at 20c per 100 lbs for grain and 30c for provisions. Through rates to Europe were demoralized, ocean lines being unable to get loads at any price. Rates to Liverpool on flour were 16½ to 18c per 100 lbs, wheat 8½ and corn 8½c per bushel. Provisions 36.44 to 41.25 per 100 lbs to Glasgow, wheat 9c and corn 8½c per bushel. Ocean freights were weak at 1.47c per bushel for corn from Boston to Liverpool. Through rates via lake and rail to New York were 6½c per bushel on wheat, 6½c on corn and 5½c on oats. Philadelphia was 6c on corn. Rates to New England were unchanged at 8½c for corn and 5½c for oats. Lake business was light and rates steady, 1½c for wheat, 1 to 1½c for corn to Buffalo, 1c bid for corn to Port Huron, 3c for wheat to Kingston and 2½c for corn."

## Grain and Milling.

Hon. Mr. Bowell has been advised that two British millers, Wilson Marriage, of Colchester, and Wm. Neave, of Fording Bridge, Hampshire, England, are coming to Canada this summer for the purpose of seeing the methods

of cultivation adopted by the farmers, and also investigating into the system of storing and forwarding wheat and the way in which business generally is conducted. They have formed a favorable opinion of the value of Manitoba wheat for milling purposes, and wish to make arrangements if possible by which they can rely upon a regular and direct supply.

## Broad Wagon Tires Needed.

The St. Louis Age of Steel says: "The broad wagon tire which in some European countries is a matter of legal regulation is gaining favor in this country as a matter of necessity. The condition of our roads, even in proximity to some of our oldest and largest cities, is a satire on our management and progress. To remedy this really national evil considerable agitation has of late been developed, and in connection therewith the wagon tire comes in as an important factor. In a special report by the Ontario Department of Agriculture it is stated that as a result of repeated experiments it is definitely proven that wheels with tires 2½ inches wide cause double the wear of wheels which have 4½ inch tires. Wide tires for draft vehicles are recommended as having a tendency to roll the roadbed and keep it smooth, while on the other hand the narrow tire not only cuts it up, but requires more hauling for the same weight of load. It is evident that the broader tire is gaining favor for the reasons given, and, with our highways, is in need of reform."

## Association vs. Isolation.

"I make it the rule of my life," said a certain person—a very solemn person—the other day, "never to join any association whatever."

It would be the rule of my life, on the other hand, if I had any rule, to join as many associations as I possibly could, because by association alone can anything be done, says Walter Besant. But, indeed, I mistrust profoundly the wisdom of any man who says he makes this and that the rule of his life. We allow to be sure, any man who pleases to make it the rule of his life not to kill his neighbors, and not to do anything forbidden by a certain venerable code. But we do not know the solemn person who says, "I make it the rule of my life never to enter the theatre," or that other who says, "I make it the rule of my life never to read a novel," or that other solemn person who makes it the rule of his life never to join any association. All three solemn persons betray in their solemnities the kind of wisdom which we associate with the word prig: For to deprive themselves of the theatre is to cut off the teaching and enjoyment of fine art; to read no fiction is to lose another fine art, and to join no association shows either contempt for our fellow creatures or the design to enjoy the fruits of their labors without any contributions of our own.

Everything we possess is the result of association. Everything has been obtained by united effort. The whole of our social and political freedom comes from men joining, acting, voting, fighting together. Without association we are powerless. An army is an association, a ship's company is an association, a parliament is an association. When men want anything they form an association in order to get it. There is no other way of getting it. We must persuade the world first that what we want is reasonable and right; next, that we mean to go on banding ourselves together until we get it; thirdly, that we are powerful enough to make our influence felt. Without association the world would go steadily down, down, down.—National Grocer.

The Leland hotel, Portage la Prairie, is now under the management of Wm. Kennealy, late of the Clarendon, Winnipeg.