

THE COMMERCIAL

The recognized authority on all matters pertaining to trade and progress in 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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than Thursday Morning.

Advertisements purporting to be news matter,
or which profess to express the opinions of this
journal, will not be inserted.

Office: 151 McDermot Street.

D. W. BUCHANAN,
Publisher.

The Commercial certainly enjoys a very much
larger circulation among the business community
of the vast region lying between Lake Superior
and the Pacific Coast, than any other paper in Can-
ada, daily or weekly. The Commercial also
reaches the leading wholesale, commission, manu-
facturing and financial houses of Eastern Canada

WINNIPEG, APRIL 22, 1899.

THE CORBIN RAILWAY.

We publish this week in another
column a letter from British Colum-
bia regarding the Corbin railway.
The writer of this letter is one of the
very best posted men in British Colum-
bia. In fact there are probably not
another half dozen men in the provin-
ce who have had better opportuni-
ties for informing themselves regard-
ing British Columbia affairs than the
writer of this letter. The letter
should, therefore, prove interesting to
many of our readers, and it certainly
will add a chapter of interest to this
controversial question. The points in
opposition to the granting of the Cer-
bin charter are probably put as
forcibly and clearly in this letter as
in anything yet published relating
thereto.

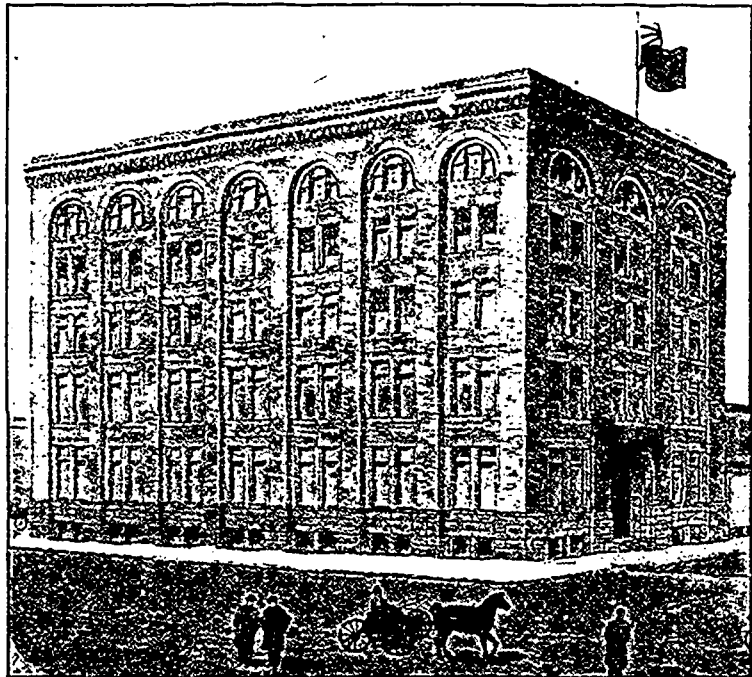
WIDE TIRES.

The use of wide tires for wagons is
now made compulsory in many of
the states of the union. It is a ques-
tion which is inseparably connected
with good roads. Wherever honest ef-
forts are made to obtain the great
desideratum of good roads, the tire
question must also be dealt with. In
some of the states the farmers are
given a rebate of the road tax as an
incentive to lead them to use wide
tires. The farmers themselves should
be deeply interested in the question

of good roads, and on this account it
should not be necessary to adopt com-
pulsory measures to induce them to
use wide tires. Their own interest,
one would think, would be sufficient
to lead them to adopt wide tires. Per-
haps the quickest way to secure the
general adoption of wide tires would
be to prevent the sale of vehicles hav-
ing narrow tires.

A HANDSOME WAREHOUSE

We produce this week a cut photo-
graphed from the plan of the new
wholesale warehouse which will be
erected in Winnipeg this year by R.
J. Whitla & Co., wholesale dry goods.
The engraving, made as it is from the
plan, does not, of course, show the
building to as good advantage as
would be the case in a photo taken



NEW WAREHOUSE OF R. J. WHITLA & CO., WINNIPEG

directly from the building itself. Brief-
ly we may say, the building will be
a splendid structure, thoroughly mod-
ern in every particular. It will be
located on the corner of McDermot and
Arthur streets, one block west of the
premises now occupied by the firm.
Work is now going on on the basement
of the building. The warehouse will
be 60 by 122 feet in size, and will
have six floors, including the base-
ment. It will be constructed from
Bedford limestone and brick. The
erection of this fine building has been
made necessary by the growth of the
business of this firm, which has done
so much toward making Winnipeg
what it is to-day as a jobbing cen-
tre. Some idea of the size of the new
building will be gained from the
statement that it will give double the
space of the present warehouse of this
firm.

Education in Manitoba.

The annual report of the education-
al department was laid on the table
of the Manitoba legislature.
It shows that the school popu-
lation of the province for 1898 was
57,131, and the total number of pu-
pils registered 44,670, of which 88
were under 5 years of age, 13,825 be-
tween 5 and 21 years, and 157 were
over 21. The average attendance was
24,958. The school population in 1897
was 51,178.

The number of teachers employed
last year was 1,301, of which 654
were male and 647 female. There were
25 collegiate teachers, 224 first-class,
658 second class, 379 third-class, and
4 interim certificates. The total num-
ber of teachers who received certifi-
cates was 1,209. The number of
teachers in 1897 was 1,197.

The number of organized school dis-
tricts last year was 1,042, compared
with 1,018 in 1897; of these, 1,250
were in operation. There were 924

school houses, 763 frame, 49 brick,
18 stone, and 94 log. Last year's pu-
pils planted 2,936 trees.

The highest salary paid to teachers
last year was \$1,800, and the aver-
age salary was \$433.80 against \$495-
21 in 1897. The average salary in
cities and towns was \$562.69; and the
highest in rural schools \$709, with an
average of \$397.21 against \$750 and
\$484.18 the year previous. The num-
ber of teachers attending normal
schools five months or more was 795,
and less than five months 409. The
number of untrained teachers was
97.

The total receipts for the year were
\$1,098,796, against \$825,774 in 1897.
Of this amount \$175,874.28 was leg-
islative grant, while \$522,035 was
raised by municipal taxation. In 1897
the legislative grant was \$156,746.81
and the municipal taxation \$525,482,
whereby it will be seen that while
the municipal taxation has decreased,
the legislative grant has increased.
The expenditure was \$1,011,368., di-
vided as follows: Teachers' salaries,
\$465,371; building, furnishing and