

Of all the handsome cities in the West, this pair, Minneapolis and St. Paul—for one hardly dares mention them separately—is surely the most beautiful. But even their natural and acquired beauty is less striking than their growth, since I am told by a resident manufacturer that whereas on his advent there in 1880 the combined population of the twin cities was .80,000, it is now 480,000. Business lots in the best quarter bring \$1,000 per foot front, and dwelling lots range from \$200 to \$500 per foot (150 feet deep) in the choicest localities. Railway traffic hereabout is a marvel, in extent and character. To the immigration there seems no end. Between here and Winnipeg the farm landscapes at this harvest season give token of a wealth that should bring happy visions to the farmer—if farmers ever dream. To speak or write of retaliation, in the sense of President Cleveland's recent *political* proclamation, seems a mockery in view of the enormous commercial interests involved in the traffic between the United States and the Dominion. The President has for once, perhaps, been over-persuaded by the peddling politics of some timid Democrats into a display of Anglophobe fireworks. But he has lived too long by the Great Lakes not to have learned, better than the average Washington politician, how great is the volume and value of international trade on this continent, and how vast the importance of amicable relations between two countries which nature intended to be friends.

J. H.

Saint Paul, Minn., Sept. 3rd, 1888.

#### A BOARD OF TRADE FOR WALLACEBURG.

We are favored with a letter from the Reeve of Wallaceburg, Ont., who says that the merchants of that busy place talk of establishing a Board of Trade, and desires us to tell him how they should go about it. If it be desired to procure a charter for the board, a proper way is for the merchants who propose forming it to forward a memorial to the Hon. the Secretary of State, at Ottawa, stating their desires and asking for the charter, which will, doubtless, follow in due course. It is, however, possible to constitute a board of trade without the formality of a charter, and this, we are told, has been done by several Ontario towns, such for example as Lindsay and Napanee. Then, too, it might be that the commercially disposed people of Wallaceburg would like to affiliate with that influential body, the Toronto Board of Trade. If so, they may communicate with the Secretary, Mr. E. A. Wills, with full assurance of an encouraging reply. Mr. Gillard tells us that there are now in Wallaceburg 3,500 people, and that the business they do is very considerable. "The exports," he adds, "from this port to the United States last year amounted to over half a million dollars in value; and they will be much larger this year. Just to give you an idea of the amount of vessel trade done here, I may say that the bridge over the main stream of the Sydenham River here was swung last year, during the season of navigation, 3,400 times for boats to pass through. In order to make our town an advantageous place to do business in, we require certain united efforts, and we think that if we had a good live Board of Trade we could secure some of these advantages, and we know of no better source to apply for information than to THE MONETARY TIMES."

It may be said with safety that the material prosperity of a town, whose merchants show unanimity and *esprit de corps* in matters re-

lating to its commercial progress, is much more likely than that of a place which is content to allow affairs to drift carelessly and aimlessly. The proposal of the Wallaceburg merchants, therefore, is to be welcomed as an earnest of their spirit; and we trust to hear of the suggested commercial organ being formed and actively carried on.

#### AN IMPORTANT FIRE INSURANCE CASE.

The case of James R. Bain, of Montreal, vs. the Norwich Union Insurance Company was last week tried before Justice Taschereau, in that city. The loss by fire was submitted to arbitration, Mr. Molson, the agent of the Norwich Union in Montreal, appointing one arbitrator, and the assured the other. The appraisers in their award allowed a dollar per yard for awning destroyed by fire, which the general agent of the company, Mr. Alexander Dixon, of Toronto, afterwards learned to be much in excess of the value. In proof of this over-valuation a blacksmith named Peter Gervais was put in the witness box, who himself some time before had sustained a similar loss for which he was allowed only 75 cents per yard, and yet managed to make a profit of \$400 on the transaction. On cross-examination Gervais said that he had made proof of loss to that amount, but had not returned to the company the \$400 which he admitted to be in excess of his loss. It appears from the evidence that Mr. Dixon had not taken the proper steps to set the appraisal aside and have a new one made. The learned judge pointed out that Mr. Molson's appointment of appraisers under similar circumstances was generally sanctioned by the head office. Mr. Dixon stated in his evidence that he gave Mr. Molson no such power, but he admitted that Mr. Molson's action in this respect had previously been repudiated only once.

Mr. Justice Taschereau stated that under "Article 1,727 of the Civil Code, the mandator is bound in favor of third persons for all the acts of his mandatory done in execution and within the powers of the mandate, and the mandator is also answerable for acts which exceeded such power if he has ratified them expressly or tacitly." This, added the judge, was not only the law of the province, but the universal law and the law of common sense. The learned judge, in analysing the evidence, showed that Mr. Dixon had not repudiated the appraisal at first by quoting from a letter written by that gentleman to his head office, in which he said, "I have appointed an appraiser." The repudiation was said to be an afterthought, but no repudiation is possible after ratification. The verdict of the jury was practically for the plaintiff; they found, however, that the plaintiff had not given notice of a further insurance in the Glasgow & London. The case is to come before the Court of Review for argument and judgment. We understand that a legal firm in Montreal, on behalf of Mr. Bain, have entered an action against Mr. Alex. Dixon, the general agent of the Norwich Union, for \$10,000 damages for an alleged libel contained in a letter written by him to his head office in England, and also in another letter written to Mr. Bain himself.

—We learn from a late issue of the *Canadian Gazette* that application has been made to the London (Eng.) Stock Exchange Committee to appoint a settling day and to grant quotations to the £100,000 4 per cent. perpetual debenture stock of the Canada Permanent Loan and Savings Company.

#### IT WANTS TO COMPROMISE.

A correspondent asks us to call attention to the action of an insurance company whose name involves two nationalities, Scotch and English, that refuses to pay the full amount of its policy on an English church in Etobicoke recently destroyed by fire. The property has been, for some years, insured in the company, and the full rate of premium asked was promptly paid. It was insured for \$1,100, and was totally consumed. The company now offers to compromise by paying a less sum than the amount for which the church was insured. Our correspondent asks: "Is the company not morally and legally bound to pay the full amount upon which it has received premium, so long as there is no fraud in obtaining the policy, and no doubt in regard to the origin of the fire?" Without knowing all the circumstances it is somewhat difficult to reply to this question. If the proper value of the building was stated in the application, and it must have been if there was "no fraud," we certainly think that the company should pay the full amount involved. It is, however, a legal question, and one which can be more definitely answered by a lawyer.

#### EXHIBITS AT THE INDUSTRIAL FAIR.

##### THE CARRIAGE BUILDING.

Entering the carriage building at the north end one comes upon a highly decorated specimen of a Chatham waggon, bearing the proud title "Government Standard." The body glows with varnish and gilding, the hubs are claret and gold, and the iron-work glistens with silver paint. It is not meant that this degree of decoration is needful to reach said standard, for the value to the buyer exists rather in the solid qualities of the waggon. Its trees and yoke are of ash, the spokes and felloes of white oak, the reach also of oak, the axles of hickory. The wood work of the running parts is all left natural color and varnished, so that any one may see what good quality it is. The iron-work of these waggons is allowed to be first-class, the Chatham Manufacturing Co. making their own skeins and boxes, as well as their hubs and spokes. The experience of thousands of buyers all over the country is that these waggons are excellent value.

Further exhibit is made this year of the tempered steel carriage, cutter, buggy, and sleigh gears made by the J. B. Armstrong & Co., of Guelph, which have become so favorably known. We have previously noticed their "Defiance" side bar gear, and their "Boss" side spring gear, which have their admirers among the driving public; but it seems to us as if the acme of simplicity has been reached in the "Common Sense" gear, which is now in its first year and is attracting much attention. A democrat waggon and a single buggy are shown, fitted with it. We observe among others from this establishment a doctor's gig and a sulky, also a road buggy, and specimens of the "perfect" single plate and "perfect" plate carriage springs turned out in such perfection by this establishment.

Among the variety of exhibits made by Warnock & Co., of Galt, embracing carriage gears such as the popular "Fairy Queen" and "Champion" and others that we need not at present name, there appear two novelties that merit some description. One of these is the Warnock Patent Fifth Wheel and Gearing Irons. A perceptible advantage in this wheel is that the friction surfaces are bevelled, which prevents sand or grit lying upon them, as there are no flat wearing surfaces to the friction.