

# 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.

Sixteenth Year of Publication  
ISSUED EVERY MONDAY

SUBSCRIPTION, CANADA AND UNITED STATES,  
\$1.00 PER ANNUM IN ADVANCE OR \$1.25 WHEN  
NOT SO PAID; OTHER COUNTRIES, \$1.50 PER  
ANNUM IN ADVANCE.

Changes for advertisements should be in not later  
than Thursday Morning.

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 Canada, daily or weekly. By a thorough system of personal solicitation, carried out annually, this journal has been placed upon the desks of the majority of business men in the district designated above, 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, NOVEMBER 15, 1897.

## HUDSON BAY ROUTE

Those who advocate the opening of the Hudson Bay route might point an argument from the fact that Archangel, on the White Sea, in northern Russia, is a city of 20,000 inhabitants, situated in a latitude corresponding with Chesterfield Inlet, on the northern part of Hudson Bay, but with a more severe winter to contend with. Vessels to reach it have to round North Cape, several hundred miles nearer the Pole. Yet, while its season of navigation is less than three months, the latest returns at hand report 471 vessels as arriving in a single year, and its commerce as exceeding \$6,000,000 annually.

## ROUTES TO THE YUKON

The Territorial government is likely to make a move to open the Edmonton route to the Yukon. This is a very important matter for the Territories. It would be of immense value to the farmers and producers of the territories, as well as to the business community, to have an inland route to Yukon opened up. People who come this way will buy their supplies here to a large extent, while a large portion of the supplies taken in via the water routes will come from the United States. The people of the territories are most deeply interested in this matter, and the government

of the Territories is no doubt acting wisely in going ahead at once to open the route, without waiting for the Dominion government or other outside influences. It is a case in which delay might cause serious loss.

## PILGRIMAGE TO WASHINGTON.

It is to be hoped the visit of the Canadian ministers to Washington will be productive of good results, in securing an amicable understanding on several questions causing irritation between the two countries. While it is understood that the seal conference is the immediate cause of the visit to Washington, it is rumored that there may be a discussion of several questions of international interest. Canadians are desirous of cultivating the most friendly relationship between the two countries. While preserving reasonable patience and dignity when confronted by the adverse legislation concerning this country, adopted by the United States, we should at the same time show when opportunity occurs, that we wish to live on friendly and intimate business terms with our neighbors.

The seal question has been perhaps the principal cause of irritation between the two countries of late years. The United States has forced this question at times in a harsh and unfriendly manner, and has been unreasonably slow in making the amend honorable which it was called upon to do as a result of the Paris conference. Though a long time has elapsed since that conference, the Canadians who had their property unlawfully seized and confiscated, have not yet received any compensation.

Looking at the matter from a business point of view, we cannot see how the sealing question can be mixed up with other questions in a general settlement. Each question should be considered on its merit and settled on that basis. Canada should not be asked to forego any right in relation to sealing, in return for any trade concession on the part of the United States. The balance of trade between the two countries has always been in favor of the United States, and the latter country will gain as much if not more than this country, by any movement in the direction of reciprocity.

If an amicable understanding can be arrived at upon the sealing question, it will be a matter for congratulation. There are also other matters, such as the alien labor question, the Atlantic fisheries, the important matter of freer trade relationship, and several minor issues, all of which should be easily capable of amicable adjustment, if approached in a friendly and busi-

nesslike spirit from both sides. The idea of lumping these issues all together, as reported from Washington, however, does not seem like a business way of settlement. If each question could be considered upon its merit and settled separately, it would seem more like a business way of going about the matter.

## WINNIPEG WATERWORKS

An adjourned special meeting of the Winnipeg Board of Trade was held on Tuesday afternoon, to discuss the waterworks question. A motion was carried to the effect that the work should be constructed and afterwards operated by a commission, to be appointed by the city council. A motion to the effect that the commission should be appointed by the judges, from a number nominated by the council, was defeated. It was further decided "that the question of the city taking over any portion of the existing works, and also whether construction of the works be by contract or day labor be left to the commission for decision.

On Tuesday evening a special session of the city council was held to consider mainly the waterworks question. The council decided they would place their standing on the questions before the electors and after a brief discussion the following was agreed to:

Shall the city purchase any of the present company's property? Yes.

Shall a commission manage the waterworks department? Yes.

Shall the work be done by contract? No.

Shall the work be done by day labor? Yes.

The question will be voted upon on November 24, when the electors will have the opportunity of voting upon the main question of establishing a system of waterworks, as well as upon other questions such as the management of the work by a commission, whether it shall be done by contract or day labor, and whether the city should purchase any portion of the existing system. In discussing the question as to whether or not the city should purchase any portion of the existing system, The Commercial said that it was a matter for experts to decide. The value of the present system will probably be almost destroyed by the construction of a new system by the city. From a business point of view the unnecessary destruction of property would be unwise and could not but result injuriously to the city. If any part of the present system can be used to advantage by the city, and can be obtained on reasonable terms, it should undoubtedly be acquired. This is simply good business economy.