

The Commercial

A Journal of Commerce, Industry and Finance, specially 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.

Tenth Year of Publication
ISSUED EVERY MONDAY

SUBSCRIPTION, \$2.00 PER ANNUM (in advance.)

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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, AUGUST 29, 1892.

Eastern Business Changes. ONTARIO.

John Roberts, drugs, Ottawa, is dead.
S. Roberts, oils, Ingersoll, has sold out.
S. A. Dyko, grocer, Toronto, has sold out.
L. B. Lazier, tailor, Belleville, has sold out.
Morse Soap Company, Toronto; damaged by fire.
J. W. Water, grocer, Campbellford, has sold out.
William Dale, foundry, Chatham, has sold out.
John Black, grain and produce Fergus, is dead.
Robert Parker, general store, Hillsdale, is dead.
W. H. Elford, dry goods, Arnprior, has assigned.
Mrs. A. R. McDonald, milliner, Arnprior, is dead.
Brown & Co., dry goods, Brantford, have sold out.
S. A. Spangenburg, jewelry, Belleville, has assigned.
Dominion Stained Glass Co., Toronto, have assigned.
Exeter Milling Co., Exeter, burned out—a total loss.
C. Richards, general store, Irish Creek, was burned out.
Kavanagh Bros., general store, Cardinal, was burned out.
B. Baker, grocer, etc., Belleville, has given up business.
J. D. Richardson, gents' furnishings, Toronto, has assigned.
Angus Carmichael, general store, Rat Portage, has sold out.

F. J. Warner, mens' furnishings, New Market, has assigned.

D. E. Fraser, Arnprior Fruit Co., Arnprior; closed by landlord.

Avann, Kellam & Co., dry goods, etc., London, have dissolved.

J. W. Leacy, gents' furnishings, Cardinal, was damaged by fire.

Peter Barr, general store, Beachburg, has sold out to Beach Bros.

W. T. Ball, tailor, etc., Watford; closed under chattel mortgage.

A. E. Reid (Mrs. N.) dry goods, Belleville; meeting of creditors called.

Nool & McEvela, clothing, Ottawa; Charles McEvela, of this firm, is dead.

William Deacon & Co., manufacturers hats and caps, Toronto; liquidating.

Husband, Poustie & Co., dry goods and groceries, Aylmer, have dissolved.

R. D. Baker, mens' furnishings, etc., Kingston, is succeeded by Baker & Co.

A. H. Canning, general store, Unionville, has sold out and moved to Toronto.

Wm. Farmer, shoes, Arnprior, has admitted Edwin Farmer as a partner; style of firm now Farmer Bros.

QUEBEC.

Geo. Vermette, fruits, Montreal, is dead.

Alfred Paquin, physician, Portneuf, is dead.

Thos. Dywer, insurance agent, Hemmingford, is dead.

Jos. Dastous, general store, St. Flavie, has assigned.

Courchesne & Co., groceries, Nicolet, have assigned.

L. N. Lapointe, liquors, Lake Megantic, was burned out.

D. Parizeau, lumber, Montreal; lumber yard damaged by fire.

Campbell & Cingmars, dry goods, Louiseville, have suspended.

Ed. Quivron, shoes, Montreal; stock partly damaged by fire.

David Beliveau, trader, St. Gabriel de Brandon, has assigned.

Mrs. J. I. Kennedy, groceries, etc., Knowlton; damaged by fire.

I. J. Morin, general store, Chambord Station, has compromised.

H. Prevost & Co., dry goods, Montreal; demand of assignment made.

Geo. Marin, general store, St. Francois Xavier de Brompton, has assigned.

Samuel Rousseau, grocer, Montreal; curator advertises assets for sale by auction.

Leandre Jouette, groceries, etc., Montreal; curator advertises stock for sale by tender.

NOVA SCOTIA.

Kelly Bros., lumber, River Hebert; burned out.

Mrs. M. A. Powell, millinery, Yarmouth, has assigned.

R. L. Moses, trader, Beaver River Corner, has assigned.

S. W. Munns, drugs, Halifax, is away; attachment for \$256.

Mrs. Libbie G. Rees, groceries, &c, Cow Bay, is offering to compromise at 50 per cent.

A. E. Calkin & Co., boots, shoes, clothing, etc., Kentville; co-partnership registered and H. B. Calkin.

The property &c, of the Yarmouth Gas Light Co., Ltd., is advertised to be sold by sheriff on Aug. 3rd.

Railroad Statistics of 1891.

The value which a statistical compilation acquires by presentation during a series of years is illustrated by the forthcoming annual number of the Messrs. Poor's invaluable Manual

of the Railroads of the United States. This issue for 1892 is the twenty-fifth of the series, which, undertaken in 1867, steadily grows in completeness as well as in its utility to the investing public and to railroad interests. At the same time the work was undertaken by the present publishers the length of all the railroads in the country was 39,250 miles. The figures showing the mileage on January 1, 1892, represent a total of no less than 170,001 miles, an increase of 131,351 miles, or 435 per cent. Since 1867 the railroad lines of New England (where the development has been without speculative features) have increased from 3,938 miles to 6,860. In the same period the number of miles of railroads included in the western states has grown from 15,700 to 100,599 miles, and on the Pacific, where in 1867 there were but 430 miles of lines, there are no less than 12,600 miles.

suggestive as these figures are of the progress of the country's railroad system in the last quarter of a century, the record of the gain in traffic preserved by the medium now under consideration is even more striking. Twenty-five years ago the aggregate tonnage of the 36,800 miles of railroad then existing in the United States did not exceed about 47,800,000 tons. In 1891 the record shows a total freight movement on all the roads of the country to the amount of nearly 701,400,000 tons. The same considerations apply to the comparative record of capital and earnings, the exhibition of these facts constituting, in fact, the most forcible illustration of the part that railroad development has played in the progress of the country.

The summary of the statistical totals embodied in the volume under consideration has been furnished in advance, and, as usual, supplies material for many interesting and valuable comparisons. It is noted in the prefatory remarks that each year helps to bring about a better system and greater uniformity in the corporate reports of railroad companies which form the basis of the publication. This result is attributed to the services of the United States Interstate Commerce Commission and of the boards of railroad commissioners now appointed in nearly every state of the Union. The tendency certainly is to adopt the 30th of June for the close of the fiscal year of such corporations. Uniformity in this respect is eminently desirable, but, as is remarked by the editor, a number of important companies still adhere to the old irregular dates for closing their fiscal years. The limitation which this imposes upon statistical inquiry in the field in question is obvious, and has been frequently referred to in these columns. It should, however, be mentioned that in the preparation of the manual the statements of the several railroads are in all cases submitted to the proper officers of the companies for correction, thus giving to the statistics which it furnishes a semi-official character.

The total railroad mileages in the United States at the close of 1891 was 170,601 miles, of which 4,471 miles were constructed during the year. Returns of capital and indebtedness were furnished by companies representing a mileage of 167,909 miles, an increase of 4,459 miles, or 2.7 per cent., over 1890. The total share capital and indebtedness of all kinds of the roads making returns was \$10,339,334,228, an increase of \$267,193,325, or 2.6 per cent. The cost per mile measured by the aggregate share capital and debt, equals \$59,820 per mile, against \$59,577, in 1890. The returns of operations for the fiscal years included in this volume represent the workings of 164,324 miles of road, the aggregate gross earnings being \$1,138,024,459, or 9.1 per cent. upon the total investment, and the net earnings, \$356,209,850, represent 3.1 per cent. on the same, against 4.9 per cent. in 1880 and 3.4 per cent. in 1890. Interest payments in 1891 were equal to 4½ per cent. on the aggregate bonded debts, and the dividend payments in all would represent 1.85 per cent. on all the total paid up capital stocks, against 1.50 per cent. in 1890 and 1.81 per cent. in 1890.