

OF THE
CAN LIFE

4
ave been made
issued, insur-
payments to
\$6,484,425
03 of \$645,535
35,629,988
... \$3,004,895
\$1,504,063
03 of \$122,700
s \$561,136
03 of \$137,918

the Company
company, both
gent. Appli-
in unrepre-

TORONTO, Ont.

TORIA
COMPANY,
Montreal.

250,000.00

244,436.78

r productive

otia, North-

nd British

Terms and

n who can

y business.

D

A. F. S. S.,

General Manager.

TION

looking for. We
these views, and
ith the Dominion
n Gilt Edge
the exclusive pro-
ers.

LIFE INS. CO.
ects its Canadian
ng more than the
ion Government,
on of the Maine
licable to UNION

Insurance

f Portland, Maine.

ARTHUR L. BATES,

Vice-President.

Agent for Canada,

cal, Canada.

Division, Province

rio, apply to

I, Manager,

- Montreal.

ario, apply to

- Manager

TORONTO.

X-----

Company
yn, N. Y.

RICK. Agents.

The Monetary Times

Trade Review and Insurance Chronicle

39th Year—No. 16.

Toronto, Canada, October 13, 1905.

\$2 A YEAR
IN ADVANCE.

CONTENTS

	Page.		Page.		Page.
The Hardware Trade	461	Life Assurance Management in		United States Foreign Trade.....	474
The Forestry Convention.....	462	the States	464	"Colonizing" on a Large Scale....	474
Prices of Commodities.....	463	American Bankers' Association....	465	Lightning Rods	474
Wages in Canada and the United		A Delusive Argument.....	466	Lake Superior Corporation.....	474
States	463	Death of Mr. St. Clair Balfour....	466	The Birmingham Chamber of	
Eat More Fish	463	Our Australian Letter.....	470	Commerce	476
Fire Insurance and Credit.....	464	Our Halifax Letter.....	470	The British Post-office.....	483
September Fire Loss.....	464	In the Old Country.....	472	Costly Municipalization	483

THE WESTERN OUTLET.

Manitoba is no longer the "West" that it was only a few years ago. At least the "Far West," which includes British Columbia and the new provinces of Alberta and Saskatchewan, is what is usually meant when one refers to the wonderful development being made in new settlement, grain-growing and transportation matters. The extraordinarily rapid growth of the Edmonton district and the equally marvellous manner in which winter-wheat has come to the front in the formerly great ranching region of which Calgary is the centre, indicate that ere long the problem will be to find the most economic outlet for the vast stores of agricultural and perhaps mineral wealth in the Far West of Canada seeking profitable markets. The greater part of the immense production of Manitoba will, no doubt, continue as heretofore to roll eastward by way of Fort William. But as prefaced, Manitoba is a long way from being the centre of the probable future West, and just in the same way that eastern ports may be the natural outlet for its production, such outlet for the products of that portion of the West which is nearer the Pacific Ocean must be sought in the contrary direction.

Fortunately, it would appear that the natural markets and the natural outlet are in harmony. From all accounts, Japan and China are rapidly becoming consumers of bread. Japan has lately been calling loudly for Canadian flour. What more natural than for the great new grain fields of Alberta to ship their produce through the western gateway of the Pacific. Vancouver, and through any other port created by the Grand Trunk Pacific! Haulage would be saved, a profitable market would be developed, and great Canadian ports would be built up on the Pacific seaboard. This is a side of the matter which is now being urgently brought to the attention of the National Transportation Commission by the Calgary

Board of Trade, and other important bodies in Alberta and British Columbia.

Another question, which has been taken up more particularly by the Edmonton board, is the improvement of navigation on the Saskatchewan River, which undoubtedly would be of great benefit to the enormous agricultural country passed through by it. And still another matter, the importance of which to the growth of the West can hardly be exaggerated, is the finding of a route to Europe by way of Hudson's Bay. If feasible, such a course would be the means of saving hundreds of miles, not only compared with other Canadian routes, but with those in the United States as well. The importance of this latter point is such as can be readily understood.

THE HARDWARE TRADE.

The hardware trade may be said to be in good shape, judging from reports by wholesale dealers in Ontario and Quebec. There is some complaint as to slackness in payments from the North-West, but hardly so much so as in the case with some other lines of merchandise. The excellent crops in the prairie country as well as in Ontario, have given retail merchants cause to face the future with renewed light hearts, and the consequence is seen in the disposition to send in good sized orders for all lines of seasonable articles.

Among the most prominent features of the trade at present is the heavy call for builders' hardware, due, we suppose, to the desire to make such headway as possible in building houses before the close both of navigation and of constructive operations. Nails, screws, bolts, nuts, hinges, cement, are all in active demand. Of window glass the same may be said, but recent heavy advances in price caused a slight falling off. Sporting goods are also in demand,