

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.

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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 a great majority of business men in the east district described 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, NOVEMBER 26, 1894.

Manitoba.

M. B. Lee & Co., ladies' tailors, Winnipeg, have assigned.

E. L. McDonald has opened a jewelry repair shop at Wawanesa.

Dayton & Brydon, general store, Hilton, have assigned to S. A. D. Bertrand.

A movement is on foot to establish a creamery at Minnedosa in the spring.

J. W. Kastner has leased the Commercial hotel at Morris, to Mr. Spence of Winnipeg.

Duncan & McIntyre, blacksmiths, Morden, have dissolved partnership. T. Duncan continues the business.

Hugh Armstrong, fish dealer, Portage la Prairie, is out of business there, and moved to Norman, Ont.

G. W. Bateman, of Hartney, has been appointed General agent for Western Manitoba for the North American Life Assurance Company.

Jas. McMillan, of Minneapolis, was in Winnipeg the first of the week, in connection with the opening of a branch here of Jas. McMillan & Co.

The Western Canada Loan and Savings company, whose handsome building in Winnipeg was destroyed by fire, has opened temporary offices in the Grain Exchange.

The Manitoba board of underwriters, at a meeting held on Wednesday, announced that instructions had been received from the eastern head offices of the companies to advance Winnipeg fire insurance rates 25 per cent.

The town of Carberry purchased a \$6,000 fire engine some time ago. Owing to technicalities the by-law was quashed, and the engine taken back. Ronald, the maker, now has in a claim for \$1,500 damages, freight, etc., against the town.

The Robinson Fish company whose extensive warehouse at Selkirk was recently destroyed by fire, has begun reconstruction. The new warehouse will be completed in a few weeks, and will then be filled with ice in readiness for the spring catch. Although the idea still prevails that the fire was of incendiary origin the detectives engaged on the case have been unable to locate the fire bugs.

A fire broke out at Alexander on November 22 in the three-story frame block owned by James White and occupied by P. Dickson & Co., general store, and the Commercial hotel. The fire had gained such headway when first

noticed that it was impossible to save anything in the store or hotel, and the building was burned to the ground together with all the contents. The cause of the fire is unknown. The loss is \$10,000, partially covered by insurance.

Dr. Hinman has finished a preliminary inspection of the dairies supplying Winnipeg with milk, and he found that of over 100, only some five or six were in first-class order. The greatest deficiency was in lack of facilities for keeping the milk, while bad stables and bad water were frequent faults. A second inspection will begin at once, to see that the improvements ordered have been carried out. A closer investigation will also be made as to the health of the cows, which was impossible in the summer season, as most of the cows were out at pasture when visits were made.

Mr. Robert Strang, chairman of the Manitoba board of underwriters, said regarding the increase of insurance rates in Winnipeg, that it was done on instructions from head offices, owing to the city having insufficient fire protection. It would lively continue in force until a better system of water supply was adopted. One of the companies doing business in the province has issued orders not to take any more risks in Winnipeg until further instructions are received. The increase in rates may not apply to mills and other special risks.

The electors of Winnipeg will be called upon on Tuesday, Dec. 18, to vote on a by-law to authorize the contracting of a debt of \$225,000, and to issue therefore debentures of the city payable in forty years with interest at four per cent. per annum, payable half-yearly, for the purpose of establishing water-works for a supply of water for suppression of fires, and at the termination of the Winnipeg Works company's monopoly (if any such monopoly exist) for domestic and other uses and also for establishing a plant for electric street lighting of the city.

The hotel owned by John McAnany, facing the Canadian Pacific Railway Enerson branch at St. Boniface, was burned to the ground on Nov. 22. The building was not occupied and had been untenanted for some time. The hotel was one of a group of four or five smaller buildings which was erected in 1879, when the terminus of Manitoba's only railway was located in St. Boniface. Three of the hotels and the old station house have been wiped away by fire and soon the balance of the old landmark settlement may be a thing of the past.

The case of the Northwest Commercial Travellers' association v. London Guarantee and Accident Co., came up in Winnipeg this week. A policy was taken out by the plaintiffs in the defendant company on the life of the late C. F. Church, who lost his life on the prairie between Lethbridge and McLeod on 23rd November, 1892, when he was caught in a blizzard and frozen to death. The amount of the policy was \$1,000. The Accident company refuse to pay the policies on the ground that they were not responsible in this case, as death by freezing did not come within the covenants in the policy. Judgment reserved.

Cost of Railroad Cars.

An ordinary flat car costs to build about \$380; a flat bottom coal car costs \$475; a gondola drop bottom coal car, \$525; a double bottom hopper coke car, \$540; a box car, \$600; a stock car, \$550; a ventilated fruit car, \$700; a refrigerator car, \$800; a four wheeled caboose, \$550, and an eight wheeled caboose, \$700; a fifty foot mail and baggage car, \$3,500; a second-class passenger coach, \$4,800; a first-class coach, \$5,500, and a first-class Pullman car costs \$15,000.

Wheat Mixing

Special enquiry into the alleged mixing of wheat, graded as No. 1 hard at Port Arthur and Fort William, is being made on the spot, by an office of the Inland Revenue Department. When a standard is fixed, the chief requirement is that all samples which pass as No. 1 hard, or any other denomination, should not fall below the standard which it is required to attain. Does it therefore follow that if some grain, in its natural state is found above the requirement, a reduction to the standard is not permissible? When a purchaser bargains for No. 1 hard, he is entitled to get wheat which comes up to that standard as fixed; is he entitled to say that if the wheat was originally above the standard it shall not be reduced thereto? Any number of grading must be up to the standard set for that number—it cannot be below; is there any more reason that it should be above than below? If weight alone were the guide, there would be no difficulty; for all that would be required to make the requisite weight would be more of any inferior quality. But this will not do when the object is to get a certain standard of quality. If the contention be set up that No. 1 hard, though it attains the standard shall in no case have reached that level through reduction, it is doubtful whether it can be maintained, for that would be not merely to exact compliance with the standard, but something beyond it. It seems clear that nothing beyond or below the standard can be made the rule; for this would be to abandon the standard, and to put deviation from it in its place.—Monetary Times Toronto.

Lake Steamship Sailings.

The final sailings of the Beatty line boats before the close of navigation are scheduled as follows: Monarch leaves Sarnia to-day, 20th, arrives at Fort William on the 23rd and Duluth on the 24th; returning will arrive at Sarnia on the 28th. Empire leaves Sarnia on the 23rd, arrives at Fort William on the 26th; returning will arrive at Sarnia Dec. 1st. One of these boats, weather permitting, may make an extra trip.

The Canadian Pacific Railway boats will have three sailings from Fort William before navigation closes, the dates being 22nd, 26th and 29th.

Freight Rates and Traffic Matters.

The Western Freight association has agreed to advance the rates on flour from Minneapolis to New York to 35 cents per hundred pounds. The former rate was 22½ cents. The new rate goes into effect December 3, and has been agreed to by all the roads concerned.

Duluth Market Report, Nov. 19: "As the season of navigation nears its close freights have been inclined to ease off, and charters for fully 500,000 bushels wheat have been made within five days past at 2½c per bushel, a decline of ¼c from the rate that has been in force for some weeks. Vessels are said to have been offered at 2½c in the past forty-eight hours without takers. The week's shipments have been about 800,000 bushels. Little or no new business will be contracted from this on, practically all stuff to be loaded out having been contracted."

Silver.

The silver market was featureless and drooping. There were no developments in connection with Eastern demands for the metal to occasion any movement, and prices simply dropped off without evidence of special selling pressure. Silver prices on Nov 16 were: London 28 15-16d New York 63½c.—Bradstreets.