

Merrick, Anderson & Company's New Warehouse.

Among the number of fine new wholesale warehouses which have been occupied recently by Winnipeg concerns one of the largest and finest is that of Merrick, Anderson & Co., manufacturers' agents, on Bannatyne Avenue East, near the Red river and backing on the transfer railway track. This firm is one of the oldest in its line in Winnipeg, having started here in 1882 in a small building near the south end of Main street. Later they moved to a brick block on Princess street opposite the end of Ross avenue which was destroyed by fire in 1891. Since then they have occupied one of the warehouses in a brick block on the southwest corner of Princess and William streets. Ever since the fire of 1891 the firm have been very much cramped for room and have had their stocks stored in two or three different buildings. In the new building they will be able to carry all their goods under one roof, and can handle their growing trade to best advantage.

The heads of this firm are G. A. Merrick and T. A. Anderson, both of whom are regarded as leading men in their line in the city. Some of the agencies of the firm are as follows: Caverhill, Learmont & Co., Montreal, shelf and heavy hardware of all kinds. The D. Moore Co., Hamilton, stoves, hollow ware, etc.; Burrows, Stewart & Milne, Hamilton, makers of "Grand Jewel" stoves, ranges, furnaces, and Imperial standard scales; The Canada Paint Co., Ltd., Montreal, makers of "Elephant" brand white lead and ready mixed paints; The Consumers Carriage Co., Ltd., Montreal, binder twine, rope, etc.; The Thos. Davidson Manufacturing Co., Ltd., Montreal, stamped tin and enameled ware; The Manitoba Bulking Paper Co., Winnipeg, plain and tarred building paper, etc.; The Dominion Bag Company, Ltd., Montreal, jute and cotton bags of all kinds, and the National Sewing Machine Company, of Belvidere, Ohio. This will give the reader an idea of the range of goods handled by this firm and the amount of stock carried may be judged when we say that all the goods mentioned are kept regularly in store here. Five travellers are constantly on the road between Port Arthur and the coast handling these various lines.

The new building, a cut of which is shown herewith, is 75 by 90 feet in dimension, with five storeys and basement. Its walls are of brick on stone foundations. The ground floor contains the offices and shipping room, vaults, toilet rooms, etc., also a stock of cut and wire nails, tin, Canada plates, galvanized iron and various other heavy metals. The general offices, which are roomy, specially well lighted and ventilated are approached through a large hallway which also provides access to the private offices of the heads of the firm and to the warehouses. The finishing on this floor is done in British Columbia fir and the ceilings in metal. The ventilation of the offices is accomplished by a specially constructed system leading from the vaults to the roof of the building. The plan is new and gives most thorough results, besides insuring coolness in the vaults in case of fire.

The basement is a well lighted, roomy apartment where stocks of binder twine, building paper, wire, furnaces, castings, etc., are stored. From the rear of the basement goods can be loaded and unloaded right from

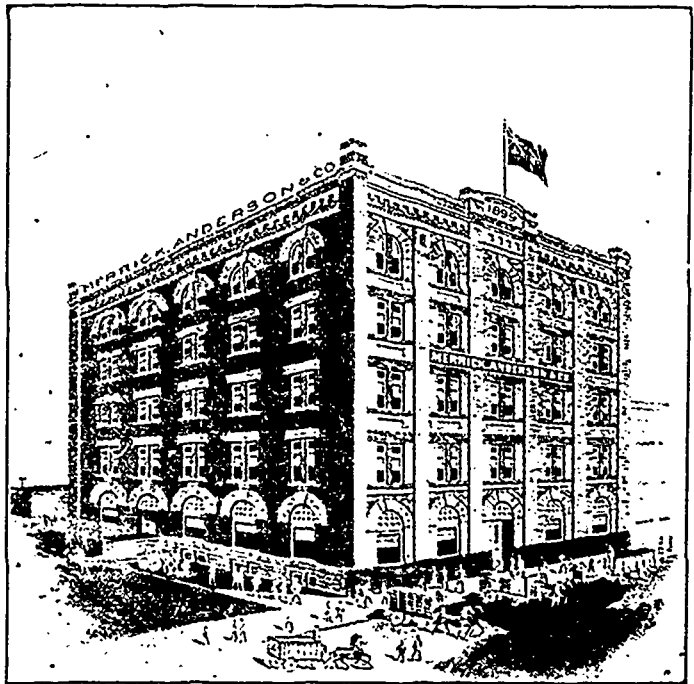
the railway cars. The platform at the back of the building is long enough to permit of two cars being handled at a time.

The second floor of the building is divided into sample rooms mainly, and the balance is used for storage of bags. The third floor contains stocks of paints, brushes, granite, tin and stamped ware. The fourth floor contains stoves, ranges, furnaces, all descriptions of tinware, lanterns, sewing machines and bicycles. The top floor is devoted to wooden ware, stove pipes, ellows, tinware, wringers, washers, and other light goods.

From the description it will be seen that this new building is fully occupied. The weight of such a stock as has been described will suggest itself at once to the reader. To meet this both walls and floors are of unusual strength and thickness. The building is fitted with a powerful elec-

A complaint from A. C. Giers, of Cartwright, that no cars had been received at that town from Oct. 22 to Nov. 2 last, was replied to by a letter from the station agent, who said that between the dates named 11 cars of wheat had been shipped from Cartwright. Mr. Shaw gave the receipts, shipments and storage capacity at Cartwright, showing that no serious inconvenience could have occurred, as there was ample storage accommodation, and shipments were equal to half the amount marketed during the basiest season.

Evidence was next given as to the procedure in distributing cars. Cars were always sent out in the order of demand, one car being given to each applicant first, and then the others distributed by the chief dispatcher between stations, in proportion to the average daily shipments from such stations. Orders the company found in-



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tric freight elevator protected against accident by automatic doors and other safety devices. In fact, in every way it is a thoroughly up to date warehouse and will furnish ample accommodation for the growing business of its owners for many years to come.

The Elevator Commission.

The elevator commission closed its labors so far as hearing evidence is concerned, last week. The closing sessions of the commission were occupied in hearing evidence of railway officials.

Geo. H. Shaw, assistant general freight agent of the C. P. R., replied to some charges of delays of grain in transit and car shortages.

In regard to a complaint by John A. Keller, of Brandon, that a carload of wheat shipped March 2 last had not reached its destination at Fort William until April 22, Mr. Shaw had made enquiries but could not trace that any such person had shipped a car of wheat over the C. P. R.

possible to fill were cancelled each week on Saturday, after which the orders must be renewed.

Regarding shrinkage, Mr. Shaw submitted a statement showing that the custom of grain trade is to sell grain to continental ports and London, guaranteeing full outturn, but to other United Kingdom ports, they sell subject to outturn within one per cent on through or ocean bills of lading. On grain shipped from Fort William elevators to St. John and Boston for export, the usual allowance made by the trade for shrinkage is one-quarter of one per cent. The rule to be adopted for grain shortages on the opening of navigation this coming season will be one-half of one per cent, instead of one-quarter of one per cent. On grain shipped from interior Manitoba points to St. John and Boston for export the outturn weights at seaboard govern. The average ocean shrinkage is five-eighths to three-quarters of one per cent.

Mr. Shaw also submitted a statement showing freight rates on grain from Manitoba points to Fort Wi-