

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.

Twelfth Year of Publication
ISSUED EVERY MONDAY

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

ADVERTISING RATES MADE KNOWN ON APPLICATION.

Fine Book and Job Printing Departments.
Office, 186 James St., East.

JAMES B. STEEN,
Publisher

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, OCTOBER 16, 1893.

Northern Pacific Contests.

The affairs of the Northern Pacific Railway company have been very much in evidence for the past fortnight, a further severe drop in the value of its securities being one of the features of the stock market, while the court having jurisdiction over the receiver of the company has been occupied with the problems involved in serving its relations with the Wisconsin Central and the Chicago & Northern Pacific terminal enterprise. Even more interest has, however, been attached to the prospect of a very spirited contest for the control of the company. The annual meeting is due in October, and two committees are already in the field soliciting proxies from the stockholders. One of these committees appointed by the board of directors would seem to represent the interests which in the past have been closely and continuously identified with the company, and has nominated a ticket from which the Villard and Wisconsin Central parties are eliminated, but which includes the more conservative elements in the old management of the corporation. The opposition committee, headed by Messrs. August Belmont and Brayton Ives, is the outcome of the successful fight made against the influence of the Villard party in the management. In the address which this committee has issued the desire of antagonizing the conservative portion of the present board is disclaimed, but the point is advanced that a radical change of management is essential, and that only by such action and by giving equitable representation to all the conflicting interests can an expensive and severe reorganization be obviated. Outside of these two parties it is believed there is another element which is tolerably certain to take a hand in the contest. A portion of the representation of the Wisconsin Central party have retired from the board, and other members of the same interest have given notice of their intention not to accept a re-election. It is, nevertheless, understood that these gentlemen and their associates control a considerable amount of Northern Pacific securities—a matter of possible moment to either of the openly contesting parties—and that their sup-

port may be thrown with decisive effect on whichever side will make the best terms as to the treatment to be accorded to the Wisconsin Central in the future of the organization.

The Wisconsin Central lease and the terminal enterprise at Chicago have not only been the factors which have affected the Northern Pacific Company, but seem likely to prove the stumbling block to a successful reorganization of its affairs. The present lease of the railroad has proved unprofitable to both parties, the Wisconsin Central being by its own confession unable to meet its obligations, while the lessee has, it is claimed, lost money steadily through its operation. On the other hand, the Chicago & Northern Pacific terminals have proved a burden which, to a company so pressed in other directions as the Northern Pacific is, has become simply ruinous. An investment amounting already to about \$40,000,000, for the greater part of which the Northern Pacific is responsible, cannot, however, be abandoned, and it is therefore probable that, whatever interests preponderate in the new management of the Northern Pacific or shape the coming readjustment of its finances, such a plan will include the retention in the system of these properties, presumably under very different terms than those which have thus far proved so onerous. The action taken before the courts at Milwaukee to annul the Wisconsin Central lease may therefore be regarded as the first step in this process. Further interest in the matter is created by the intimations that if some satisfactory arrangement is not ultimately made by the Northern Pacific in regard to the Wisconsin Central the controlling interest in that road may join hands with the Northern Pacific's rival—the Great Northern.

Coal from Anthracite.

A cheap supply of fuel is undoubtedly the most important problem to be solved in the province of Manitoba; not merely a supply for our farmers, but one for the growing cities and towns in the province.

Numerous bids for the solution of this problem have been made, and the position of affairs have been greatly improved during the past few years. The latest article of fuel placed on the market for competition is the new Anthracite coal from the mines at Anthracite on the eastern slope of the Rocky Mountains, some sixty odd miles west of Calgary.

A few years ago some sample car lots of this coal were shipped to Winnipeg, but being mined from surface croppings, it was far inferior to the fine hard coal which is now in the market here, and which is now being mined from seams far below the ground surface. In fact the coal now coming from those mines is far superior to any Canadian coal, which has yet been placed on the Winnipeg market, and superior to any coal from the United States which has reached here, unless the finest qualities of Anthracite from Pennsylvania.

The finest specimens of hard coal from Pennsylvania brought to this market are known to contain a little over ninety per cent of a basis of carbon, while the new Anthracite contains over sixty-six per cent. It is consequently little lighter and bulkier than the finest of the Pennsylvania hard coal, and another point adding to its lightness is the remarkably small proportion of water it contains. Of sulphur it contains also a very small proportion, while in gaseous matter productive of flame it contains a much larger proportion than the Pennsylvania, but much smaller than is to be found in any of the Mississippi Valley bituminous coal, or of our Northwestern high grade lignites.

There can be no doubt but this coal from Anthracite is the best all round coal to be had. In the first place it possesses enough of the heavy anthracite qualities to be a good coal for self feeder stoves and heating furnaces, and at this work, if it cannot compete in heat producing power bulk for bulk with the best hard coal from the east, it will compete when gauged ton

for ton, and another good point in its favor is its being freer from clinker in its burning than other hard coal on this market.

While this new hard coal is well suited for stoves and furnaces, it is admirably adapted for open grates and cooking stoves or ranges. In fact, we pronounce it the best coal for cooking purposes that we have seen either in America or Europe. While it has plenty of flame, a good white heat surface for boiling purposes can be easily obtained from it; and it has none of the dirty, sooty qualities of bituminous coal, but causes as little stove-pipe or chimney cleaning as the finest hard coal in the market.

Another point of great value in this coal is its fitness for use in small steam boilers. Men doing a small manufacturing business, and using a boiler and engine of a few horse power in the centre of the city know how annoying the fuel supply is. They rarely have space to store up a stock of wood fuel, and the use of bituminous or lignite coal causes great trouble and annoyance from frequent flue cleaning. Then the use of the heavy hard coal, almost free from flame, often means the stopping of the engine for half an hour or more, in order to get up a good head of steam. By using this new coal from Anthracite, all those annoyances can be avoided. It can be stored in small bulk; it can be fired from low steam to high pressure in a few minutes; it is lustrous, and calls for but little labor in firing, and it does not stuff up flues with soot or other dirt. It will work well in a small boiler with flue cleaning done only once a week. In fact to men using such engines and boilers, and not employing a regular engineer, this coal is a greater boon, than to any other class.

Altogether the advent of this coal from Anthracite is the biggest step yet made in the direction of solving the Northwestern fuel supply difficulty from a local source.

In price this coal is now sold at \$1.50 a ton below the figures of the hard coal from Pennsylvania mines, and we hope by next year to hear of some new freight arrangements by which the present price can be shaded. If it could be sold at about \$1.50 a ton below present prices in Winnipeg, we should consider the fuel question, so far as this city is concerned, solved for all time to come.

The Okanagan Valley.

Ainsley Megraw, editor and publisher of the *Vernon News*, states that in the Okanagan district, British Columbia, of which Vernon is virtually the capital, the crops, though not quite equal to those of former years, are still better than found in the older provinces. This year the Spallumcheen has been less fortunate than other parts of the district, but the Okanagan comes near its old average, and the Mission valley, in particular, has made a very good showing. This season has shown that hop growing is no longer a doubtful profit in the district. The hops on Lord Aberdeen's estate, both in the Coldstream and Mission valleys, are an excellent crop. The small supply grown last year and formerly was taken by the local brewery, but now that the hops are to be grown on a larger scale an outside market will have to be sought. On the Coldstream ranch alone half the crop had not been picked, and the amount paid to the Sivasches for picking had reached over a thousand dollars.

"The capacity of the Okanagan for wheat growing," continued Mr. Megraw, "is simply astonishing. With but one year's sowing crops have been gathered for three years in succession, the wheat shelled out during harvesting being the only seed required for next year's crop, which would not be less than thirty bushels to the acre, against fifty for the first year. This curious state of affairs is accounted for by the amazing fertility of the land, and farmers knowing that nature will take care of their old wheat fields for them commonly take advantage of this good fortune and pay attention to new ground."