

The Monetary Times

Trade Review and Insurance Chronicle

38th Year—No. 34.

Toronto, Canada, February 17, 1905.

\$2 A YEAR
IN ADVANCE

CONTENTS

	Page.		Page.		Page.
The Growing West	1085	Bank of Nova Scotia	1089	Royal Bank of Canada	1094
Coal in the Crow's Nest Pass	1086	National Trust Company	1089	Whom to Canvass	1094
The Fur Trade	1086	Confederation Life Association	1089	Fire Insurance Situation	1094
Wool Prices	1087	Aetna Life Insurance Co.	1089	Dishonest Canned Goods	1096
Dishonest Goods	1087	Matters in the North of England..	1091	Uncurrent Coin	1096
Public Carelessness of Fire	1087	Our St. John Letter	1102	Mutual Fire Underwriters	1096
Mortgage Companies in Ontario....	1088	Halifax Letter	1092	A 1905 Conversation	1096
United States Exports	1088	Winnipeg Letter	1102	The Northern Life	1098
Toronto Board of Trade (with portrait)	1090	Books Received	1089	Life Assurance Matters	1098
Sketch of J. D. Allan	1090	Lindsay Board of Trade	1094	Fire Insurance	1100
Winnipeg Board of Trade (with portrait)	1091	Chatham, N.B., Board of Trade....	1094	Banking and Financial	1098
		Galt Board of Trade	1094	Meetings of Companies	1103, etc.
		Answers to Enquirers	1094	Market Reports	1117
				Mercantile Summary	1111 to 1116

THE GROWING WEST.

The report of council to the annual meeting of the Winnipeg Board of Trade, held last week, shows that the needs of our growing West have been considered and dealt with in a statesman-like manner by that body. The Board has been in existence since 1879; and its members, while giving attention to whatever would enhance the importance and advancement of that remarkable city have not been unmindful of measures which would conduce to the healthy growth of the great country around it.

Recent examples of this broad-spiritedness are found in the efforts made by the Winnipeg Board to assist outlying places in circumstances of difficulty. Witness their negotiations with the C.P.R. in May last at the instance of the Prince Albert Board, when some 248 cars of freight—settlers' effects included—were delayed for weeks by the wreck of the Saskatoon bridge; and their interview last summer with the C.N.R. authorities when merchants of Melfort were put to inconvenience by delayed freight. Manifestly the requests of so influential a body as the Winnipeg Board of Trade must have great weight even with railways; and it is pleasing to find its influence exerted on behalf of comparatively remote and struggling communities.

It gives much satisfaction to the council of the Board to be assured that in answer to its representations as to postal needs, the Dominion Government has, as our readers have been told, begun the erection on Portage Avenue of what is likely to be the finest post-office building in Canada. Also that important

improvements have been effected with respect to United States mails, and that much-needed better custom house facilities will presently be afforded. Lengthy negotiations with the Government on the subject of grain and flour inspection resulted in the passing of an act which is described as being "in line with the recommendations of this Board from time to time."

Much space is devoted in the report to fire insurance matters; first to the suggestion made by a joint deputation from several public bodies to the local Government that a fire marshal for Manitoba should be appointed; second, to rates of insurance and the position of Winnipeg with regard to its fire-fighting equipment and water supply. The Board endorsed the proposition of the city council to purchase meantime a larger fire engine, an aerial ladder and water-tower; also approved the proposal of the city engineer to construct a system of high pressure water-works for fire and sewer-flushing purposes in the down-town district, the cost of the latter to be assessed in specified proportions upon the properties immediately benefited and upon the citizens generally.

Looking to the future of Western Canada and the probable need ere long for a larger grain outlet via the Great Lakes, the Winnipeg Board moved in the direction indicated by the Kingston and Thorold boards of trade to so enlarge the Welland Canal as to make it capable of accommodating the largest class of freight steamers. Along with the Grain Exchange of the city it prepared for submission to the Transportation Commission statements on freight matters