

Mark" of excellence and of purity, and such inspection will be accepted, in confidence and security, by purchasers the world over. Chief or final inspection at this point, will in addition to centralizing the grain business here, materially facilitate the earlier realization on sales—and under certain conditions enable the owners to obtain a better figure than would have been possible under Fort William inspection alone. For instance where wheat just misses a high grade and would necessarily be forced to take the next lower one, with the difference perhaps of several cents per bushel the owner of such wheat if sold for local milling purposes would in all probability realize within a small fraction of the high grade price. Another point of advantage in Winnipeg inspection is that in the event of the owner of wheat not being satisfied with grade, he may have car held out at Fort William and re-inspected or dispose of it as he may deem best. Under Fort William inspection the wheat was invariably unloaded and in store before the owner was advised as to grade.

The centralization of the grain trade already referred to, will have a beneficial tendency towards augmenting the business of the bank clearing house here, the transactions of which are considered a valuable index of the financial importance of a community, and gives to such a recognized standing not otherwise easily obtained.

#### STATISTICAL.

The board publishes annually in its printed report statistics and interesting information relating to the following subjects. Direct exports and imports to and from foreign countries and the duty paid thereon; inland revenue collections at this port; Winnipeg assessment; Manitoba wheat exports; grain storage capacity; grain inspection statistics; Winnipeg clearing house returns and post office statistics. To me anything relating to the growth of the province, and particularly of Winnipeg, is a matter of great interest and I can not refrain from introducing a few statistics in addition to those already enumerated, although, I am fully aware, that under almost any circumstances, statistics are more or less dry, and something uninteresting. I now mention these simply for the purpose of showing by way of comparison, that we are steadily progressing, and that there exists a perfect basis for our faith in Winnipeg becoming, in the early future, a really great and wealthy commercial centre. Let us first glance at our population. A tale many times told, I admit, yet still full of interest. Going back two decades we find in the year 1880 the population 6,278, in 1890 it has risen to 23,000 and during the past ten years has practically doubled. A most conservative estimate now placing it at 45,000 while some authorities place it much higher.

The assessment, also a matter of interest, being the index of increasing wealth, is mentioned in the board's statistical report, but refers only to the past two or three years. I wish to carry you somewhat further into the past. In 1880, Winnipeg's assessment was \$4,008,460 in 1890 \$13,612,410 and at the present time is \$24,000,000. This does not include exemptions covering schools, churches, public buildings, parks, etc., which would add an additional 5,000,000 to the foregoing figures.

#### WATER SUPPLY.

The question of water supply is an important one and a few figures may be of some interest. In 1890 about

18 miles of water mains were in use, with 650 house services. At the present time there are over 45 miles of mains, 22 of which belong to the new system. Some of the new mains are of very large capacity. There are now 1,900 services. It is anticipated this number will steadily increase. That the city was wise in deciding to control its own water supply, will, I am convinced, be fully borne out the coming season, when the new plant is in complete operation.

In the matter of street lighting, now also controlled by the city, it may be interesting to learn that within the next two weeks 212 arc lamps of the latest improved make, will be casting their effulgent rays over the streets of Winnipeg. As the entire plant is new, and of most modern construction, a very considerable improvement in the street lighting may be looked for. In 1890, 80 lights sufficed for the city's requirements as against the 212 now soon to be in use.

In the important public works department of the city, presided over by Chief Engineer Ruttan, we find the following substantial progress recorded:

	1880.	1890.	1900.
Pavements, miles .....	all	9	31
Sidewalks, miles .....	9 1/2	102	159 1-2
Sewers, miles .....	3 1-4	21	47

\*\*—No accurate record. Estimated.

Besides this, many miles of boulevarding has been done, and much of a similar class of work is projected for the coming season.

#### PUBLIC SCHOOLS.

A report dealing at all with Winnipeg's progress would certainly not be complete without some reference to her public school system. The following figures as to its growth speak louder than words.

1880—Value of schools, sites and buildings, \$15,000; number of pupils enrolled, 557.

1890—Value of schools, sites and buildings, \$194,890; number of pupils enrolled, 3,639.

1900—Value of schools, sites and buildings \$471,000; number of pupils enrolled, 7,172.

The policy of the school board in early acquiring commodious school grounds cannot be too highly commended.

#### TELEPHONE SYSTEM.

Another evidence of our progress is found in the wonderful development of our telephone system. The first of May, 1881, witnessed the opening in this city of the first telephone exchange, with twenty-five subscribers. Since then there has been a steady annual increase in the number and at the present time 1,250 subscribers enjoy, either in their homes or business places, this really indispensable convenience; 1,745 miles of wire on poles and 502 under ground; a total of 2,247 miles is required in the installing of these instruments. There are, within the city's boundaries, 65 miles of poles. The system employed is known as the metallic circuit system, i. e., two wires to each subscriber. Winnipeg was the first city in Canada to generally adopt this system. The long distance telephone, now recognized in the large business centres as practically invaluable for the rapid transaction of business, is also showing marked development here. I understand not less than 200 miles will be constructed during the coming season, connecting Winnipeg with Portage in Prairie, Carberry, Brandon, Minnedosa, Neepawa and intermediate points.

In concluding these references to Winnipeg's progress I cannot perhaps do so more fittingly than by quoting from a letter written nearly eight years ago by Sir William Van Horne, whose foresight and judgment is widely acknowledged, in which he says: "The situation of Winnipeg, just where the forests end and the great prairie begins, and its situation as regards railways, all of which in the Canadian Northwest centre upon it, must make it for all time what it is now, the focal point of all the trade of all the vast and almost incomprehensible region extending to the Rocky Mountains and the Mackenzie basin, a region embracing fertile areas greater than those which have made Chicago. Agriculture in the Canadian Northwest can no longer be regarded by anybody as an experiment, it is an established and profitable fact, and, therefore, I regard the great future of Winnipeg as certain as sunrise, and I do not know any place on this continent with more magnificent prospects ahead of it. I regret that I have not time to give in full the reasons for my belief, if indeed it should be called belief, for it seems to be one of those clear cases of cause and effect, of certain things producing certain results, which come within the domain of absolute knowledge." That this opinion, expressed so many years ago has, if anything, been strengthened is evidenced by the large investments so recently made by that gentleman in establishing not far from Winnipeg, a model farm of 6,000 acres, which when we consider the improved methods which will no doubt be introduced will make it practically an illustration farm, and of almost incalculable value to the surrounding country.

#### POSTAL MATTERS.

Many matters in connection with this department have been brought to the notice of the board and have been given prompt attention. The enlargement of the lobby and other alterations to the city post office for the purpose of facilitating the proper handling of the mails is referred to in the council's report, which I desire to supplement by saying, that although the alterations have resulted in a somewhat improved condition of affairs it is scarcely open to question that the lobby is even now entirely inadequate for the requirements of the public, and I would recommend that a committee be appointed to urge upon the government the necessity of a very material enlargement of the present building which has done duty for the past fifteen years during which period business has very materially increased and that the customs and other government business be concentrated as far as possible, in such building. The city council are asking the co-operation of this board in having sub or branch post offices established in various parts of the city. The matter is worthy of consideration and will no doubt be taken up by the new council. Whether it is a reasonable, practical and necessary proposition I am not prepared to say.

#### EXPORT STATISTICS.

The question of a reliable and correct record of Manitoba's exports is one of extreme importance, and I trust that the committee of this board having this matter in charge will spare no effort in endeavoring to have the present unsatisfactory system changed. As now published in the Dominion government trade and navigation returns, Manitoba appears as exporting but a few cattle and a paltry amount