

turning out. The outlook for trade across the Pacific, however, is not considered very hopeful, as the cheaper and poorer quality flour of the Pacific coast states now have the market in China and Japan.

Northwestern Business Statistics.

In the beginning of the year 1880, or about thirteen years ago, the business institutions in the entire Canadian Northwest, outside of Winnipeg and the Hudson's Bay posts throughout the country, did not number fifty all told, and the only point where a dozen concerns were clustered together was at the town of Portage la Prairie. The business institutions in the city of Winnipeg itself at that time numbered only about three hundred, and the largest of these were small, compared with the huge wholesale concerns now doing business there.

With the opening of 1893 the city of Winnipeg has within its limits one thousand and forty-five mercantile places of business, nine chartered banks doing business, and a tenth one about to open, besides a host of loan companies, insurance agencies, land offices and other concerns not to be classified under the heading of mercantile.

The manufacturing institutions of the city inclusive of tailors, shoemakers, small blacksmiths and the conventional host of small mechanical concerns peculiar to a growing city number at this date eighty-six. A few of these will employ nearly one hundred hands mostly skilled labor, and a dozen others employ over forty, and some twenty others over twenty. The remainder employ from eight hands upwards. The eighty-six employ altogether very close upon two thousand, or as much as the entire male adult population of the city at the opening of 1880. Yet this branch of manufacture has been the slowest in growth of all branches of trade.

In the beginning of the year named, there were less than a dozen mercantile concerns in the city, which pretended to do a wholesale business. Now there are nearly two hundred, and over two hundred and fifty commercial travellers represent Winnipeg houses over the country lying between Lake Superior and the Pacific coast.

The association known as the North-west Commercial Travellers' Association was formed in 1882, the meetings at which the institution was planned and its constitution and by-laws drafted, being held at the office of this journal, and but small meetings they were. Now the membership roll of the association foots up to about three hundred.

There can be no doubt but the merchants of Winnipeg have taken full advantage of the city's advantages for a wholesale centre, and at the present time the city ranks about fourth in the Dominion as a jobbing centre, while it can only rank seventh as a centre of population.

The growth of the grain trade in the city of Winnipeg has been something phenomenal. In 1881, the exports of wheat were less than five hundred thousand bushels, while the present year with a short crop promises an export of eleven to twelve millions of bushels, besides several millions of bushels of rough grains.

The grain exchange is now the most important of its class in the Dominion, and has a membership of over one hundred. The transactions on change aggregate more than those of any other exchange in the Dominion, and as yet the business done is free from speculation and margined futures, every transaction being represented by an actual transfer of grain either in store or in transit to the east. Yet this branch of trade is only in its infancy, and the proportions it probably will assume before it is another twelve years old, it hinted at in this article, might be rated as a mighty tall hat speculation.

The point on which growth has been rather slow in Winnipeg is manufactures, and the high price of labor has hitherto been a great barrier to progress in that line. Another barrier has been the fuel supply. That however is in course of solution, and a couple of years will be enough to bring the price of the lignite coal now being mined in the Souris district down to or below three dollars a ton on track in Winnipeg. This is the first season that coal has reached the city, and it already sells at four dollars a ton on track.

But the great stride in the direction of making Winnipeg an industrial centre can be taken by the construction of the water power available on the Assiniboine river at the city. At a cost of from one million to one million and a quarter dollars, this great work with Lake Manitoba as a reservoir can be had, and a water power steady all the year round of seven to eight thousand horse power secured. With this water power constructed it would take Winnipeg comparatively a few years to rise to one of the great-milling centres in the world.

But Northwestern progress during the past thirteen years has been by no means confined to the city of Winnipeg. As stated in the opening of this article outside of the city in the beginning of 1880, there were less than fifty places of business, exclusive of

Hudson's Bay Company posts. Now in the beginning of 1893, there are in the province of Manitoba outside of Winnipeg, two thousand, one hundred and eighty-three mercantile concerns, and in the Northwest Territories one thousand, one hundred and eighteen, which with Winnipeg added makes the grand total for the province and territories four thousand, three hundred and forty-six.

There is but one point, namely, the city of Brandon at which there are over two hundred mercantile concerns, that city having two hundred and twelve, Calgary comes next with one hundred and sixty, Portage la Prairie next with one hundred and forty-one and Edmonton next with one hundred. This list makes up all with one hundred or over. There are other points containing each over over fifty places of business, Regina eighty, Morden sixty-five, Neepawa sixty-four, Prince Albert sixty-one, Virden sixty-one, Souris fifty-five, Carberry fifty-three, Moosomin fifty-two, Melita fifty-one, and Rapid City fifty.

Of towns containing twenty-five and less than fifty places of business there are in the Northwest twenty-eight, and they are as follows: Carman, forty-five concerns, Lethbridge forty-three, Minnedosa forty-three, Moose Jaw forty-one, Emerson forty-one, Manton forty-one, Bolesevain thirty-nine, Deloraine thirty-nine, Fort McLeod thirty-eight, Oxbow thirty-seven, Glenboro thirty-six, St. Boniface thirty-three, Selkirk thirty-three, Da Appelle thirty-three, Wawahoot thirty-two, Medicine Hat thirty-two, Treston thirty-two, Hartney thirty-one, Killarney thirty, Gladstone thirty, Stonewall twenty-nine, Oak Lake twenty-nine, Burle, twenty-eight, Alexander twenty-seven, Estevan twenty-five, Whitewood twenty-five, McGregor twenty-five and Pilot Mound twenty-five.

The remaining one thousand, one hundred and fifty-four mercantile concerns in the Northwest are scattered over a host of places none of which contain twenty-five places of business, and quite a large proportion contain only one or at most two stores.

Such are, in as condensed a form as they can be placed, the statistics of business places in the Northwest at the present time, and when it is taken into consideration the small nucleus of 1880 from which growth has gone on to the present proportions, there should be a pause before we indulge in the complaints about slow progress, which we too often indulge in. What will the figures be in thirteen years more? We might ask. Those who live to see those figures will have cause for wonder, if they will only look over the record to date here given.