

INTERESTING STATISTICS.

A bulletin issued recently by the Ontario department of agriculture, gives some interesting statistics about that province. The municipal debt of the province is said to be \$53,577,000. That is the bonded debt. Including the floating debt it is over \$60,000,000.

The municipal revenue of the province for the last year reported was \$29,776,808 and expenditure, \$29,135,041. Municipal assets, \$68,362,000.

The province has 615,524 horses, 2,318,355 cattle; 1,772,604 sheep; 1,971,070 hogs, and 9,344,024 poultry.

Wages of farm help, by the year, with board, averaged \$150 and without board \$243. By the month, \$15.40 and \$24.93, respectively. Domestic servants, \$6.19 per month.

Population, 1898, 2,001,350, of which 1,110,894 is rural, 314,520 live in towns, 134,744 in villages and 410,989 in cities. There are 13 cities, 100 towns and 136 villages.

Total assessed value is \$809,184,833. Revenue from direct municipal taxation, \$12,222,966, or equal to \$6.10 per head of the total population, and 15.11 mills on the dollar, of the total assessment. The bonded debt is \$26.91 per head, compared with \$16.37 ten or twelve years ago, since which time there has been a steady increase each year.

Chattel mortgages amount to \$12,282,217, which is a decrease of about one million from the previous year. The farmers appear to be the best off in this respect, as their share of chattel mortgage debt is only \$3,580,497.

The average farm rental value, on the total acreage, was \$1.76 or \$2.50 on cleared land only. The rental value is equal to 4.17 per cent of the value of land and buildings of leased farms.

The average value of farm land occupied is \$23.78 per acre, without buildings. Value of farm buildings, \$8.95 per acre. There was a heavy shrinkage in the value of farm lands for a number of years, the value of land, without buildings, having been \$30.56 in 1883. The value of farm buildings, however, has steadily increased. The total value of all farm property, lands, buildings and chattels, is placed at \$923,022,420.

In 1898 there were 282 creameries, compared with 74 in 1893, since which date there has been a sharp increase every year.

Notwithstanding the enormous development of the cheese industry in Ontario, the number of cheese factories continues to increase, being 1,187 in 1898, or a gain of 26 over the previous year. The cheese and butter factories paid over \$9,700,000 for milk in 1898.

About \$1,000,000 is invested in bees.

The value of live stock sold for the year 1898 was \$34,450,583.

The wool clip for 1898 was 5,304,686 pounds, valued at \$847,373.

The total cleared land assessed is 12,993,614 acres; wood land, 7,198,905 acres; marsh land, 3,200,065. Area in field crop, 8,835,272 acres; pasture, 2,708,043 acres; gardens, orchards, etc., 245,538 acres.

Brandon Board of Trade.

At the last meeting of this board a letter from Reeve Sergeant, of Daly, was read, asking Brandon to take the initiative in getting the different municipalities to unite in urging upon the government the necessity of completing the railway westward from Portage la Prairie. The above was accepted and the following motion moved by Messrs. Wilson and Coldwell was carried: "That the Brandon board of trade approve of the proposition made by the Reeve of Daly, to secure the co-operation of the different municipalities benefited by the proposed railway extension, and that the secretary be instructed to send to the secretaries of each of the municipalities affected, a copy of Reeve Sergeant's letter, and to request that delegates be appointed to meet at Brandon on February 8, to consider the matter and take steps to bring it before the proper authorities."

The question of the evening's business was the discrimination against Brandon in distributing freight rates and the following resolution was passed:

Moved by Dr. McInnis, M. P. P., seconded by W. Zink:

"That whereas President Shaughnessy of the Canadian Pacific Railway Company is reported to have stated in a public speech recently at Vancouver, B. C., as follows: 'The duty of a railway company is to provide special facilities, reasonable rates—rates established upon some reasonable basis—and having done that, the railway company has performed its whole duty.' An attempt to determine territory, to fix the geographical limits within which a certain city shall distribute its trade or shall consider a portion of its territory would be a most dangerous thing for any railway company."

"It is resolved that this board entirely concurs in the statement of above speech and would add that such action by a railway company would also be a most dangerous and detrimental thing for the city involved."

"That the city of Brandon is being limited in its trade, and in the territory properly tributary to it, by the unfair and unjust action of the railway company, on account of the discriminating rates on outgoing freight allowed in favor of Winnipeg. That the growth and advancement of the city and its people is being kept back and most seriously hindered by this same action. That this city is entitled to British fair play, in all matters respecting its trade and that the question be agitated, until justice is done in the premises."

"It is moved by A. D. Rankin and seconded by D. A. Reesor that whereas the city of Brandon is situated in the centre of a great grain growing and stock raising country of Manitoba and has reasonable access to the same, and is desirous of doing wholesale and jobbing trade, and thereby extending its usefulness and advancing the interests of the people:

"And whereas the distributing freight rates upon merchandise out from Brandon are such that our merchants can not compete upon even footing with Winnipeg and are thereby precluded from doing the trade and

business that the situation of the city warrants, and whereas up to a short time ago, the question of incoming freight rates was upon a similar unfair basis but upon the representation of this board, these have been adjusted and placed upon an equal footing with other places, and whereas there is no just reason why advantageous freight rates should be given to one distributing centre more than another, therefore this board resolves that its efforts be continued by every fair and legitimate means to bring pressure upon the railways, to grant the city of Brandon the same freight rates for distributing goods that they do to Winnipeg."

Moved by Coe and Warner:

"That whereas great aid and subsidies have been granted to the C. P. railway company and the N. P. railway company, and whereas the said companies should treat all people and communities doing business with them upon fair and equal footing and should not discriminate in favor of one against another. And whereas the said companies without just cause, discriminate most unfairly against the city of Brandon in respect particularly to outgoing freight rates and declined, without giving reasons for so doing to remove such discrimination. Therefore be it resolved that this board call upon our members of parliament in both the Dominion and provincial legislatures to see that no further concessions or privileges of any kind to be given to those railway companies until such unfair discrimination is removed and Brandon placed upon equal footing with other places in all freight matters."

On motion of Messrs. McMillan and Dr. McDiarmid, it was resolved that the railway companies be requested to reduce the passenger rates to 3 cents within the province, and that the railway committee of the privy council be requested to urge upon the railway companies to grant this rate.

By McMillan: That Fraser, Wilson and Coldwell be a committee to draft a petition to be signed and sent to Ottawa in reference to railway matters such as through rates, charters and railway commissions.

In regard to an amendment to the municipal acts, the following motion was passed by Fraser and McMillan:

"That a committee of this board composed of President MacIsaac, Secretary Campbell and Zink, Hazbary, Smith, Cameron and the movers be appointed to meet the city council to arrange for such amendments to the municipal and assessment acts at the next session of the Manitoba legislature as may be thought advisable in the interest of the city."

All the above resolutions were carried unanimously.

Steveston Submerged.

Vancouver, Jan. 8.—The dyke which protects the farm lands of the Fraser river valley about twenty miles from the Gulf of Georgia, broke this afternoon and as a result a district over 100 miles in circumference is under water. Steveston, near which the majority of canneries are located, has over three feet of water entirely covering the streets. The principal damage consists of the piece of dyke that was swept away. Some loose sections of sidewalk are floating around Steveston and it will be a week before the damage can be repaired. During that time residents of Steveston will have to live in the second stories of their houses and do their shopping from boats.