

## WINNEPEG BOARD OF TRADE.

A meeting of the board of trade was held Tuesday afternoon when a number of important questions were discussed. President John Russell, in calling the meeting to order, outlined the business transacted by the council in the interval since the last meeting of the board, and a presentation of reports from the council.

The first report considered was that of a committee on the matter of the Intercolonial railway; it was as follows:

"The Winnipeg board of trade concurs in the view that the Intercolonial is not a satisfactory factor in the transportation system of the country. And recommends that a thoroughly qualified expert in the management of railways be appointed to make a report on existing conditions and what is its estimation would make the Intercolonial a paying concern and of the greatest benefit to the country, and also to study and make recommendations on the following alternative scheme for the consideration of the board:

1. As to how the Intercolonial could be extended so as to make it a real factor in competitive traffic affecting the greatest bulk of Canadian traffic.

2. That revision of traffic agreements the government might make under the present conditions, by virtue of its special powers, which would tend towards the same end as the above.

3. What arrangements for the granting to other railways of running right, management or other powers over the line would be possible and calculated to benefit general transportation, or what running rights over the line should be acquired by the Intercolonial to accomplish the same purpose.

Mr. E. L. Drewry moved the adoption of the report, seconded by Mr. H. M. Belcher.

Mr. Macdonald thought the report did not go quite far enough. He suggested an amendment, which he afterwards moved. Mr. H. L. Richardson seconded, and which the committee declined to incorporate it in the report as follows:

"That the expert be asked to give the estimate cost of the road, the actual cost, the loss or gain since the line was constructed, the freight and passenger rates, the volume of business done, passengers and freight carried, the number of passes issued and cost of management."

The amendment was lost after a long discussion, the majority of the members holding that the report was sufficiently comprehensive to include all that was asked for in the amendment, while the mover and seconder considered that information on all the points referred to in the amendment was needed, and might not be given unless the request went into the details.

The report was adopted.

## Tariff Resolutions.

A tariff resolution forwarded by the Board of Trade and referred to the council, asked that the government revise the present tariff with a view to the present conditions of the market against unfair competition. The board's report advised that no action be taken and it was adopted by the council.

On recommendation of the council the board recommended the continuance of the sub-committee in connection with the London Congress of chambers of commerce.

Resolutions from the Toronto and Montreal boards of trade, also from the board of trade of the town of St. John and the British Empire League in Canada were reported on by the council, which recommended the adoption of the two former and the taking of no action on the line of the two latter. The resolutions of the Toronto and Montreal boards were to the effect that it would be to the interest of the empire that any changes in the fiscal policy of Great Britain ought to provide for preferential duties in favor of colonial products. One of the resolutions proposed that the trade policy of the provinces be reconstructed on the basis of free trade with the British Empire and the British Empire League advocated a

on all foreign goods. The report of the council was adopted.

## Ship Building.

Correspondence was read asking the board to pass a resolution urging that the Federal government give sufficient aid to the Canadian ship building industry to enable this country to compete with the other countries. A review of the ship building trade in Canada was given and its importance to the country in securing investment of capital, and in providing employment for large numbers of men was shown. Messrs. G. R. Crowe and A. M. Nanton spoke in support of a resolution that in the opinion of the board, the government should encourage the building of modern steel ships in Canada by passing a measure granting assistance sufficient to place the builders on an equality with their chief competitors, such aid to extend over a term of years. The hope was expressed that such a measure would be passed during the present session. Mr. Crowe made reference to the position of Canada as the third or the fifth nation in ship building twenty-five years ago. He pointed out that the bulk of wood, and to the change which had occurred through the use of steel and steam.

Mr. Nanton pointed out that we have in Canada material to make steel ships which are produced favorably with any in the world.

Mr. A. Macdonald objected that the bulk of our steel and iron industries, besides other bonuses, that every acre of land has been given away, besides

the support of the navy, that the colonies should contribute thereto, and that the first step taken should be the establishment of naval reserves in the colonies. The communication was filed, as the time was not considered opportune.

The Nelson board of trade, in the interest of the lead, manufacturer, asked approval of an increase of duty on "pig lead" imported from England, to 25 per cent. This was referred to the council for action.

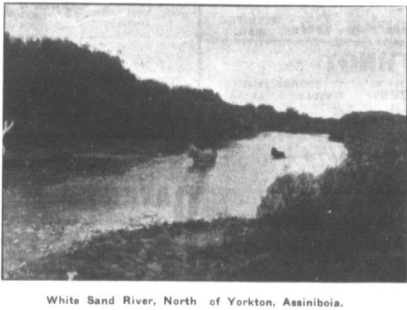
The Halifax board of trade wrote regarding the customs tariff, asking co-operation in favor of applying the preferential tariff only to goods imported directly through Canadian ports.

On motion of Mr. Whitt, the board declined to take action, as desired. The Montreal board of trade wrote that to C. P. R. had included that city in its excursion arrangements, giving tickets for \$61.55, good to October 31, and granting stop-over privilege.

## Japanese Exhibition.

A circular was received from the Japanese government, announcing that a national industrial exhibition would be held in Osaka, Japan, in 1903, and inviting Canada to send exhibits, as this would provide a rare opportunity of exploiting the rapidly-developing markets of the far east. The exhibition was sure to attract besides millions of Japanese, large crowds of visitors from the continental countries of Asia.

Mr. Arthur Congdon was elected, by ballot, a member of the board.



White Sand River, North of Yorkton, Assiniboia.

## Canadian Northern Extension.

Ottawa, April 8.—The railway committee this morning took up the consideration of a bill, which was practically the granting of a charter for trans-continental railway to the Canadian Northern Railway Co. The company asked power to build a number of lines and branches which would stretch from the St. Lawrence ports to the Pacific coast.

Mr. Z. C. McCreary, Toronto, appeared for the company, and pointed out what they desired on a large map. "The first line was from a point on the company's existing line which has grown to a mileage of 1,300. The five lines—between Port Arthur and Port Frances, easterly to Quebec, with branch lines dropping down to Ottawa and Montreal.

The second line is from McCreary, Man., to the southern boundary of the province, the object being to bring the lumber of the northern districts to the southern parts of Manitoba by a direct line.

The third piece of line for which authority is asked, is from the north-western terminus of the line at Edmonton, then to the coast near Skeena river, by way of Pine River Pass. Power is also asked for a branch from near Swan River to a point between Edmonton and the Yellowknife Pass, and for a branch from Alberta on the Saskatchewan to the Red Deer river, the object of this latter being to relieve the coal fields.

Running northerly, a sixth line is projected, from a point on the main line at Hinton, Alberta, to a point at or near the mouth of the Carrot river, near Pas Misson. The first line is to be commenced within

five years, and completed within ten years; the others to be commenced within two years, and completed within five years.

Power is also sought to increase the company's capital from \$24,700,000 to \$35,000,000. The mileage for which permission is now asked is about 2,500. Mr. Lash laid emphasis on the fact that this was not an attempt to get a charter to sell, but was a live project.

The minister of railways said that he did not think, so far as the principle of the bill was concerned, that there was anything he was called upon to remark particularly. However, he might say that the company looked with entire favor and approval upon the construction of a second trans-continental railway to the Pacific coast, and anything they could do or ask parliament to do to aid in the promotion of that undertaking, they proposed to do. There were subsidiary matters which invited more critical consideration. He did not feel at this juncture, like putting any one trans-continental line in unlimited possession of such a large part of the country as the Canadian Northern

proposed with two parallel lines across the prairie, any branch which parliament might give be asked grant, he need not bother about, but this duplication of proposed lines was another matter.

In defiance of the wish of the committee Mr. Lash amended the bill so as to define the route and the points of construction. In view of Mr. Blair's objection withdrawing the clause empowering the construction of the line without a special Act in Pass, thus leaving one trans-continental line authorized.

The clause dealing with the increase of capital was left over. The minister of railways thought the amount should be increased in proportion to the amount of the new work which the bill actually authorized. Otherwise the bill was passed by the committee.

## Term Defined.

A special general meeting of the grain exchange was held Monday. The following resolution was adopted by-law No. 18 regarding trade terms, was carried unanimously:

"On contracts for grain sold for shipment on the 'open navigation', the seller shall have ten (10) days from the 'opening of navigation' as hereafter defined, to 'open navigation' shall be construed to mean the arrival in Port William or Port Arthur harbor of a vessel from a lower lake ports through Sault canal, and that the entrance or entrances to the Port William and Port Arthur harbor shall be free of obstructions from ice. In the event of ice obstructing in sufficient quantities to interrupt navigation, then all contracts based upon the opening of navigation shall be extended for as many days as such obstruction exist."

## The Wearing of Gloves.

Originally the wearing of gloves was conducted on the same sound principle that inspires a miller to wear a white coat, but it has since departed from the primitive idea of usefulness. According to the Encyclopedia Americana, the wearing of a glove. The farmer king was not fashionable, but it is set forth in the "Odyssey" and the "Iliad" that a farmer he had to deal with certain brambly bushes, and he must also keep his hands clean. The origin, however, is the introduction of gloves. King, that time gloves have had many and strong influences on the course of the transfer of property to a challenge to single combat. Not until centuries later did gloves acquire their class significance. It was then they were adopted by royalty that the wearing of gloves in a king's coat came as a mark of station. Some of the early English kings were buried with gloves on their hands. During the reign of King Robert III. of Scotland, the incorporation of the Gloves in the coat of arms of the king, which still exists, was charted and received armorial bearings. But, although the wearing of gloves in a career through the centuries by men, it has fallen to the women to bring them into universal popularity.—Ex.

## Urge Naval Assistance.

The Navy League, of Victoria, asked the board to consider a scheme for