

er in all such cases where there is an evident intention to defraud, that the utmost penalty of the law should be inflicted and no compromise made. It was further set forth that these frauds usually come from foreign firms having agencies in Canada, not having no domicile or available assets which the government could seize, that their business is mostly done on orders taken and delivered direct, without carrying any or much stock, and therefore, unless the customs detained and held all goods, the entries of which are doubtful as to the declared values, until the matter is finally settled, and the full duty and penalty which the law demands is exacted, there is little chance of the offenders being properly punished. Wholesale houses carrying heavy stocks have to contend against this rascally unfair competition. Several definite cases were reported where compromises had been made by the government. The resolution concluded with the following words:

"It is therefore only in justice to ourselves, the revenue, and all honest traders, that we call upon the government to let the law take its course and effect no compromises."

The council endorsed the proposition of the Toronto board, but declined to make to the government the following recommendation suggested by the Toronto board, viz:

"And it is further recommended that no entry for an amount of over \$100 be accepted by the customs from any broker or other party than the owner of the goods, unless such broker or agent assumes the responsibility of the said entries and as a responsible party, in case of action being taken by the government."

The council declined to approve of the last named recommendation because it could easily be foreseen that many difficulties would arise when legitimate business was done through the regular customs brokers.

ST. ANDREW'S RAPIDS.

At the last annual meeting of the board the following resolution was passed:

"That the board of trade wishes particularly to draw the attention of the Dominion government to that portion of the council's report that deals with the question of the St. Andrew's rapids.

"This board cannot help expressing its strong regret that the Dominion government so persistently neglects the interests of this portion of the Dominion by failing to construct the necessary improvements at the St. Andrew's rapids, notwithstanding the fact that it has been pressed on their attention year after year by the united voice of the people interested. This board trusts that the current year will not be allowed to pass without seeing the commencement of the work, and would recommend that the new council take an early opportunity of conferring with the city council for the purpose of making renewed efforts to have the work prosecuted."

The new council communicated with the city council of Winnipeg, with a result that a joint committee of the two bodies was organized, and on the 22nd March wired Sir Wilfred Laurier, urging for a prompt answer to the proposition of the Winnipeg city council re St. Andrew's rapids as wired him on the 25th Feb., 1898. The premier answered that he would give the matter full consideration, and later on in response to a telegram from the committee, he wired that it was impossible to answer fully until the esti-

mates were brought down to the house of commons. The committee then requested the mayor and the president of this board to call a public meeting in the Princess opera house for a public discussion of the subject. The meeting was attended by a large number of citizens, a number of representatives of the city council and board giving addresses, and one speaker announced that he had received assurance from Ottawa that the estimates would contain a sum for the prosecution of the work of improving the navigation of St. Andrew's rapids, and this proved to be true, as the final estimates submitted to the house included the sum of \$150,000 for the St. Andrew's locks. Delay occurred in calling for tenders for the work, and the joint committee communicated with members of the government on several occasions. On the 15th of December the city council and the council of the board had an interview with the Hon. Mr. Sifton in this city and urged the minister that he strongly impress upon the minister of public works the urgent necessity of commencing operations at the earliest possible moment. The Hon. Mr. Sifton stated that he had been in communication with the minister of public works since the adjournment of the house, and that for some time past the engineers of the department in charge of the plans and specifications were using every effort to get them ready when tenders might be called, and that as a matter of fact he expected that tenders would be asked for within a very short time. Tenders are now being asked for and some preliminary work has already been done at this time.

TRANSPORTATION MATTERS.

During the year the board has received from the Toronto Board of Trade and Mr. LeW. Carter, of Port Colborne, Ont., lengthy memoranda on the transportation problem, as connected with the question of diverting the grain traffic of Manitoba and the Northwest through Canadian channels. The Toronto board took strong grounds against granting the petition of several bodies in Canada that United States vessels might participate temporarily in carrying grain for export only from Fort William to Canadian lake and river ports, and it was stated that the absence of business enterprise in cultivating the all-Canadian route in the past might be said to be largely owing to the lack of return cargoes. The Toronto board advocated the construction of a line of railway, under and controlled by the government, across the portage to Georgian Bay from Toronto. On the other hand, the Port Colborne people advocated the enlargement and deepening of Port Colborne harbor and providing at the head of our canal system the latest improved equipment for the rapid transfer of cargoes from the largest lake craft to smaller vessels.

In connection with this subject, Mr. A. McFee, president of the Montreal Corn Exchange, while in Winnipeg in April last, addressed an informal joint meeting of this board and the Grain Exchange, on which occasion the following resolution was approved:

"Whereas, it is anticipated that there will be a large increase in the agricultural products of Manitoba and the Northwest Territories, and ample transportation and terminal facilities for the handling of same will be of advantage to the producer; and

"Whereas, it is of paramount importance to the west, and also to the east-

ern provinces, that a large share of this business should pass through Canadian territory to the seaboard; and

"Whereas, the Canadian inland marine is insufficient to meet the requirements of the grain trade originating at Fort William elevators; and

"Whereas, there are no elevator facilities at Montreal for the storage of grain arriving by the water route;

"Be it therefore resolved, that it is the opinion of this meeting, in view of the large anticipated increase in the grain products of this country, which will require all the harbor space in the port of Montreal to provide for the same, that the property now controlled by the Montreal harbor trust be not alienated by long term of leases to either individuals or corporations;

"Be it further resolved, that, pending the increase of Canadian vessels sufficient for the requirements of the grain trade at Fort William, the United States vessels be allowed to load at Fort William for Canadian eastern ports for export;

"And that the port of Montreal be equipped with the most modern permanent elevator facilities by the government as an adjunct to the canals, thereby assuring to the producer that the minimum charge for the transshipping and storage of grain will be made;

"And also that such facilities be provided by the Dominion government as will prolong navigation at Fort William to the latest date possible."

However, at a regular board meeting, held on the 6th of May, the clause referring to American vessels being allowed to take cargoes of grain for export from Fort William to other Canadian ports was specially discussed, when it was apparent that a great diversity of views existed as to the advisability of taking this step, and finally the whole resolution was referred to the general grain committee, and no further action has since been taken. It may be stated that the Dominion government did, late in the fall, allow American vessels to take cargoes to Canadian ports, but very few shipments were made by such vessels from Fort William.

Parliament, at the last session, voted a sum to provide better harbor and elevator facilities at both Montreal and Port Colborne, and the Montreal harbor commission have lately leased to a syndicate, largely composed of business men in the United States, room on certain piers whereon to erect immense elevators approved by the commission, the storage and elevating rates to be subject to the approval of the commission as well as the syndicate undertakes. In addition, to invest a large amount of money in vessels for transporting grain from the lakes to Montreal, and to divert many millions of bushels of grain for export via the Montreal route.

NEW BODIES OF TRADE.

The board has had applications for information as to the method of organizing a board of trade, from Oak Lake and Boissevain, Manitoba; Wolsley and Innisfail, N.W.T., and Moxie, B. C. All information possible, with offers of any assistance that this board can render, have been forwarded to the promoters of these proposed bodies.

Early in September the Canadian Ticket Agents' association held their annual meeting in our board room, and it was largely attended.

The board was officially represented in the farewell ceremonies attending the departure of the Manitoba troops as part of the first Canadian contingent to the war in South Africa.

A large number of blue books from Canadian and American government departments, with works of a statistical nature presented by societies and individuals, have been added to our