

Wednesday, February 16, 1910.

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ANNUAL REPORT OF BOARD OF TRADE

P. McAra Again President--A Year of Progress in the Capital--Report of Work of Board--Freight Rates, Railway Facilities, Building Growth Discussed--H. C. Lawson Appointed Secretary.

To show the progress Regina has made in the past year, we print here with the annual report of the council of the Regina Board of Trade:

Your council beg to present here with their annual report. Dealing first with the finances of the board, the amount of \$807.55 was carried forward from the previous year. The amount of \$7,242.10 has been received by the Board of Trade during the year. Of this amount, \$5,000 was the city grant, and an amount of \$1,645.35 was received from the city as special grants. Sale of booklets amounted to \$19.25; refund of railway tickets (Indian Head) \$12.50, and membership dues \$555.

Expenditure In addition to the salaries of secretary (\$1,800) and stenographer (465) the office expenditure, including printing, stationery, postage and telegrams, amounted to \$636.26. New industries committee expended \$456.57; freight rates committee, \$2,383.81; and advertising committee, \$1,337.45. Of which latter amount \$1,395.35 was refunded by the city council in the form of a special grant and \$250 was refunded by the Winnipeg committee entertaining the British Association for the Advancement of Science.

At the beginning of the year certain committee was appropriated a certain sum for expenditure. The appropriation for the advertising committee was \$2,000, and the sum expended was \$2,383.81. There are no contracts outstanding for advertising.

One regrettable feature of the report shows that only \$655 was collected for membership dues, and \$595 remains outstanding. Numerous letters requesting payment of dues have been sent to members, but the response has not been satisfactory. This is a matter that will have to be dealt with vigorously by the council for 1910.

The books of the board have been examined by Mr. G. S. Gamble, auditor, and found correct, and a printed report of the audit has been mailed to every member of the board.

Transportation A matter that has engaged a considerable amount of the attention of the transportation committee since early last spring is the securing of the railway companies for the recognition of Regina as a cartage point. This is a matter which affects the wholesale houses very materially. Having secured full information from Calgary and other points recognized as cartage points as to the methods adopted, the matter was taken up with the C. P. R. company.

It was agreed to put into effect the cartage system provided that a substantial company was organized for the purpose. In accordance with this promise the Regina Cartage Co. was organized, but up to the present time the railway company has failed to put the system into effect. The advantage to Regina shippers of having cartage charges at Regina billed on outward shipments is of such importance as to warrant the board in following up the matter until it is put into effect by the railway companies.

In May a deputation from Weyburn consisting of Dr. R. M. Mitchell, M.L.A., and Mr. Hartney, president of the Weyburn board of trade, met your transportation committee seeking the co-operation of your board in urging upon the provincial government the necessity of having Weyburn in more direct communication with Regina, and endeavoring to obtain that object by urging upon the Grand Trunk Pacific Branch Lines Company to defect their line running southeast from Regina through Weyburn. After consultation with the president, a delegation was organized by the government and was accompanied by J. F. Bole, M.L.A., and J. W. Smith. Your deputation did not receive much more encouragement from the government, the premier pointing out that there were many lines the construction of which was a matter of more urgent necessity than this. He advised the deputation to take the matter up with the officials of the Grand Trunk Pacific Branch Lines Company. Your council wrote the Weyburn board of trade to appoint a delegate to meet Mr. Chamberlin in connection with a delegation from Weyburn, but they were not called upon to do so.

Three resolutions that have been referred to the council during the year for endorsement are those dealing with the Hudson's Bay Railway, the Georgian Bay Canal and the Welland Canal.

The endorsement of the first project admits of no argument, and has been the policy of the whole of western Canada for some years. The other two projects were dealt with by the full board, but owing to insufficient information, no definite action was taken.

The new bill of lading, as finally approved by the board of railway commissioners, went into effect on October 1st, in many ways it is similar to that in force in the United States, and it is in every sense a more liberal contract so far as the shipper is concerned. The terms and conditions are more explicit, the benefits and it locates responsibility more definitely. The thanks of the shippers throughout the Dominion are due to the Canadian Manufacturers' Association for the manner in which the case was conducted before the board of railway commissioners. The association was authorized to represent the Regina board of trade in the case, and a grant of \$50 was made to meet our share of the expense incurred in connection therewith.

Advertising The amount appropriated for advertising at the beginning of the year was \$2,000 and the amount expended was \$2,383.81, which includes a grant of \$500 towards the expenses of the Regina lacrosse team to the Coast. Of newspaper advertising the chief feature was advertisement in the Standard of Empire, balance of \$175.86, tract paid during the past year \$175.86, and balance of contract with 'Canada' and the Toronto Globe for \$220.50. A contract for \$100 was given to the Canadian Municipal Journal for a special number, and an amount of \$300 was spent with two of the local papers in special Christmas numbers.

The three thousand booklets--viewers of Regina--cost \$285.00 and were printed by the Leader, and envelopes for same cost some \$40. These were eagerly sought after and were mailed to every part of the world and in addition were distributed at the Seattle Exposition and the Toronto Exhibition, but a very much larger number might have been used advantageously at both these points. The balance of \$215.25 was made up of sundry various such as photographs sent to various illustrated papers, cuts, copies of the local newspapers which they contained any matter of special interest, were mailed to every industrial concern with whom we were corresponding, and other smaller items. There is not at the present time any literature on hand in the office, an dit the work is to be carried on this is one of the first and most urgent requirements. A large number of enquiries by mail are received every day in the office asking for information as to business openings and the advantages Regina has to offer, and it is impossible to deal with all these in the way of correspondence. We would suggest to the committee for 1910 the necessity of taking immediate steps to publish a pamphlet containing full information about the city, pointing out advantages we have to offer to induce wholesale houses and others to locate here, and a country tributary. A railway map should also accompany this showing in different colors: (1) the existing railroads; (2) railways under construction; (3) railways the bonds for which have been guaranteed, and (4) railways for which charters have been granted.

Spur Track Map Wanted A small map of the spur track system showing property owned by the city should also accompany this. This pamphlet should be revised quarterly and kept thoroughly up-to-date. A contract has been made with the Regina Leader for printing 1000 sets of twenty cards each for the sum of \$80. These will be printed as individual views and made up in sets of from ten to twenty. As new photographs of the city are obtained fresh cuts can be made, and thus these sets of views can be kept up-to-date. The amount of money available for the use of the advertising committee in the past has not been sufficient to enable them to undertake any systematic plan of advertising outside the city, and the advertising done has necessarily been of a somewhat spasmodic character. Furthermore, it is not possible to get the best rates where only a small expenditure is made. A useful piece of publicity was the write up of the city of Regina published in the annual meeting of the British Association for the Advancement of Science in Winnipeg. This was a very neat publication and was circulated among the members of the association so that it would be carried to many foreign countries as well as to England and the United States. During the year an arrangement was made by your council under certain representations, with the New York Tribune for advertising to the extent of \$1000. Owing to information which has since come to the knowledge of your council, it has been deemed advisable to take no further action in the matter. We would like to note the generous treatment accorded Regina by the newspaper 'Canada' which has on several occasions published, some excellent views of the city, although the advertising contract has been discontinued. We also desire to recognize the services rendered by the local press in advertising the city and in this way

furthering the interests of the community. The local daily papers have been sent to all the principal hotels in Eastern Canada and can be found on the tables by visitors from Regina.

Business Men's Committee Your Business Men's Committee regret that they have nothing to report. Although meetings were called repeatedly the only member of the committee who put in an appearance was the chairman. The question of amendments to bylaws 404 and 404 was brought up before the board of trade by several prominent business men, and was referred to the Business Men's committee. A special committee was appointed to confer with the city council regarding this matter. A petition for the consignees of heavy building material and other heavy freight, asking your board to urge upon the railway companies the necessity of erecting a stationary derrick in the yards at this point was received early in the year and the matter was taken up by the Business Men's committee with the Divisional Superintendent. The derrick was ordered and would have been erected along with the new freight sheds and team tracks, but has been delayed along with these. Your committee, however, was successful in having track scales installed in the yards, a matter of convenience to coal merchants and others.

Reception Committee The work undertaken by the reception committee during the past year was exceptionally heavy, owing to the ruling of the city solicitor that the city council had no power to make grants for entertaining. Among the more important matters that were entertained, mention may be made of the convention of railway delegates, the Union of Canadian Municipalities, the British Association, the convention of Saskatchewan Municipalities, National Council of Women, the Forestry Association convention, and several other delegations large in number. The expenditure of this committee was considerably in excess of former years, and we have to thank the city council for making an additional grant to cover this. The celebration of Dominion Day was again carried out by the reception committee, the principal features of the afternoon's sport being the Standard road race and the sports organized by the Provincial Amateur Athletic association. We submit a pamphlet of the local newspapers which they contained any matter of special interest, were mailed to every industrial concern with whom we were corresponding, and other smaller items. There is not at the present time any literature on hand in the office, an dit the work is to be carried on this is one of the first and most urgent requirements. A large number of enquiries by mail are received every day in the office asking for information as to business openings and the advantages Regina has to offer, and it is impossible to deal with all these in the way of correspondence. We would suggest to the committee for 1910 the necessity of taking immediate steps to publish a pamphlet containing full information about the city, pointing out advantages we have to offer to induce wholesale houses and others to locate here, and a country tributary. A railway map should also accompany this showing in different colors: (1) the existing railroads; (2) railways under construction; (3) railways the bonds for which have been guaranteed, and (4) railways for which charters have been granted.

claim exists at the present time. In this connection we have to acknowledge the support accorded to us by the Moose Jaw Board of Trade at the hearing of the case. The importance of the case as affecting Regina interests cannot be overestimated. Similar conditions such as exist in Saskatchewan today as regards freight rates, existed in the state of Iowa up to a few years ago. There were no large cities in that state, for the reason that the business was practically controlled by Chicago and St. Louis. The first step taken by the City of Des Moines when inaugurating a public utility campaign was to spend the sum of thirty-five thousand dollars in securing equitable freight rates. When they succeeded in this the city went ahead rapidly, and today the population has reached the 100,000 mark. May we hope that as a result of the Regina rate case, history will repeat itself as regards Regina and other western centers. Notwithstanding the great amount of labor involved in the preparation and presentation of this case to the board of Railway Commissioners, your board will not with satisfaction incur a small expense connected therewith, largely due to the fact that the case has been handled by the freight rates committee themselves without calling in the assistance of counsel. The sum of \$200 was spent in the expenses of delegates to Winnipeg, and this represents the total amount involved in presenting the case during the year.

New Industries With regard to new industries, your council have to report that during the year they have co-operated with the city council with the result that a large number of new concerns have located here. As the property suitable for the establishment of new industries which we came in touch with controlled by the city, it was necessary that the finance committee of the city council to complete arrangements. Your council was in this way largely instrumental in locating a number of industries in the city.

In February, the chairman of the committee was sent as delegate to Winnipeg to interview Mr. Baker, manager of the Rumley Company, and endeavor to influence him in favor of Regina. At the beginning of March, the same delegate was sent east, and while away, visited Minneapolis, Chicago, Laporte, Chatham, London, Toronto and Hamilton, and called upon a large number of the firms with good results. The securing of the M. Rumley Company, of Laporte, Ind., of itself was sufficient to warrant the expense incurred. The work of the publicity commissioner has been on a much more satisfactory basis as regards dealing with new industries during the past year, as early in the year he was furnished by the city clerk with a complete list of the property owned by the city in the warehouse, section, showing who was still for sale, together with the price. The engineer also furnished a blue print of this property showing the track scheme, so that anyone looking for a site for a warehouse or industrial concern could obtain information as to what was available on the Board of Trade office. We have to thank the city council for the co-operation in this matter, and for working hand in hand with the Board of Trade in endeavoring to meet the wishes of any bona fide industrial concern that was looking for a site. From the experience of your committee we would recommend that a conference be held with the city council with a view to ascertaining the price at which the property is prepared to sell such industrial and business purposes, together with building and other conditions imposed by the city council to whom the publicity commissioner can take prospective purchasers in order that negotiations may be promptly closed without having to wait to be dealt with by the whole council.

General Work of Council With regard to the general work of the council there are several matters that have been brought to a successful issue during the past year which we submit are a matter for congratulation. At the regular monthly meeting held in March a resolution was adopted urging upon the postmaster-general the delivery of Regina to a free city mail delivery. This matter had been in the hands of your board for nearly two years, and had been the subject of frequent representations to the postmaster-general. These at last proved successful, and the service was established in May last. A resolution asking that the post office be placed on a meeting held in May and forwarded to the postmaster-general and to W. M. Martin, M.P., a superintendent was sent up from Toronto to examine the staff with a view to making a report on the matter. The postmaster is now in receipt of a communication from Ottawa advising that the Regina office has been placed on a city basis, this order to be made retroactive and to date from October 1st, 1909.

The establishment of a clearing house in the city was again taken up with the managers of the banks early in the year and several meetings were held between the managers and your council, with the result that a clearing house was established on October 1st. We have to thank the city council for

the valuable assistance given to bring this about. In putting suitable quarters in the city hall at the disposal of the clearing house, the efforts of the clearing house, which every week in all the leading financial papers and Regina has certainly no cause to be ashamed of her figures which have been commented upon favorably by papers of such recognized standing as the Monetary Times. In April your council sent a telegram to Hon. Walter Scott, who was then in Ottawa, and to Mr. W. M. Martin, M.P., urging upon them to personally interest themselves to insist upon the Regina-Yorkton branch of the G.T.P. being constructed with Mr. J. W. Smith while in Ottawa also called upon Mr. Wainwright with Mr. Martin, and the result of these representations can only be looked upon as extremely satisfactory, as steel has been laid on this line as far as Balcarres and work has been continued all this winter in the neighborhood of Lebert in the Qu'Appelle valley. There is little doubt that the G.T.P. will reach Regina this year.

The question of the handling of freight through the freight sheds taken up by your council in March and a strong protest against the service that was being given was sent to the railway officials. At the time no immediate solution of the trouble appeared to be forthcoming. However, in April the P. R. submitted plans for new freight sheds north of the tracks and adjoining Dewdney street. When these plans were submitted to your council they placed themselves on record as expressing hearty approval of the location suggested and urged upon the company to proceed at once with the construction of the new buildings, so that the congestion so much complained of might be relieved. A strong protest was made against the location by the residents of the north side, owing to its necessitating an addition to track over Hamilton street, and in view of this the city council withheld their sanction for a time. The matter, however, was finally and most satisfactorily cleared up at the meetings of the board of railway commissioners held here in November, when the city council gave their consent to the location of the freight sheds at Steam tracks, and the disconnection of Hamilton street, and the work will be commenced immediately.

The Board of Trade in 1906 took up the question of a union station for Regina, and had plans prepared and gave the matter a great deal of attention. Whenever the board of railway commissioners held here in November, this matter has been brought before their attention, and has never been allowed to drop, with the result that in November, the board ordered the Canadian Pacific Railway Company to prepare plans for a union station. It is certainly a very urgent need, and the fact that we have had to wait so long for it will, without doubt, result in a very much better station being built this year than would have been the case a few years ago. The several matters, including the question of subway under railway tracks, that were cleared up by the board of railway commissioners at their sittings in November can only be looked upon as eminently satisfactory, and there was probably never a better understanding between the railway companies and the City of Regina than exists today.

Regina-Weyburn Daily Service In August a deputation from your council waited upon Mr. C. E. McPherson, general passenger agent of the C.P.R. western lines, and asked that a daily passenger service be inaugurated between Regina and Weyburn. At that time a train left Regina, and ran as far as Weyburn daily, and returned to Regina-Aroca, returning to Weyburn at night. It was this train that your deputation asked should be run into Regina daily instead of remaining at Stoughton. Mr. McPherson promised to look into the matter, and if the business warranted it to make a trial of the service, at any rate for the summer months. As a result of the investigation, the service has been put on and has apparently been so satisfactory that it has been continued through the winter, and recently an express car has been added to the train. Anyone who goes over the station to see this train pull out in the afternoon and sees the number of parcels which are carried by passengers, will realize what a considerable amount of business this daily passenger service brings to Regina merchants. This train makes the twelfth passenger train that during the summer arrives at or departs from Regina.

The Saskatchewan Express, the new fast train from Winnipeg put on by the C.N.R. is a further addition to the passenger facilities enjoyed by the people of Regina. We are pleased to note that the resolution passed by your board at the general meeting in September, urging upon the city council the advisability of inviting offers for the installation of a gas plant has been taken cognizance of by the city council. The installation of a gas plant will have an excellent effect in making the cost of living less, and a beneficial effect in the same direction, enabling a working man to buy a cheap site for the erection of a cottage on the outskirts of the city and yet not be too far from his work.

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form was the only thing suitable. Her suggestion that sidings and be built especially for grain. This idea was met with

Percy, of Doricke, again asked the resolution be referred to the committee.--Carried.

Hall Insurance Boerma in proposing the re-inspectioning hall insurance act, a matter of great importance, resolution favored the abolishing provincial hall insurance system.

Partridge, of Sinalta, favored system of mutual hall insurance. Original resolution amended was vote and carried.

Cattle Marketing resolution having more than passed, interest was one dealing with men's profits. The resolution with that of the Saskatchewan association work in conjunction with

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