turn, Kansas, Iowa, Minnesota and

#### Transportation.

I would be leaving out one of the and be leaving out one of the important matters connected as grain trade of the year, were fose without referring to the ortation question. In my adapt year, I referred to this as a great question of the future, think, after the experience of at season, no one will be found attention the idea that transportathan ever the question

hour,
year was yet young when I
yeroblem began to assert H
yeroblem began to assert H
a way that commanded the atway that commanded the athamitoba had each in turn,
the principal plank in their
tree platforms, but it fell to the
of the problem that, no native
of the problem that, no native
indicated opinions may be held
its advisability, was certainly
enough to settle for a long
position in the railroad hadine, any further question as to Man-iobals position in the railroad busi-ress. The Northern Pacific company, which had fallen into a comatose tate so far as further extension was onerned, was transferred, by the sex arrangement, to a company that has nothing if not active, and while one may regret the withdrawal of some may regret the withdrawal of the powerful American system, we cannot but admire the energy am-enterprise that has converted the Northern Pacific lines in this prov-ince, into the nucleus of what prom-

oe another great Canadian ontinental road. transcontinental road.
When we remember the scanty
rallroad mileage of which we were so
groud in the early "eightys" the
present network of lines which now
crosses Manitoba seems like the realcrosses Manitoba seems like the realization of an impossible dream; and yet the activity shown by the Canadat Pacific and Canadian Northern seems insufficient to satisfy the demand for more lines, for the cry from the farmer is still for more. The total unlesse which serves to convey the major of the country to our lake ports is not seen to convey the property in the country to our lake ports is not seen to be converted to the country to our lake ports is not seen to be converted to the country to our lake ports is not seen to be converted to the country oreal wealth of the country to our lake ports is now nearly forty-five hundred miles. I am including in this the C. P. R. mileage east of Calgary to Fort William, which now totals in the country of the

ses to be another

will add materially to the wheat ter-ritory of the country.

More satisfactory, however, than
the extension of mileage, is the com-ing reduction of rates. The saving of
two cents per hundred, which was
promised to the farmers, in time for
the marketing of the present crop. promised to the farmers, in time for the marketing of the present crop, failed of realization, but now that the failed for realization and tupon the the completion of the completion of the completion of the completion of the great proportion of the crop still in farmers hands will receive the benefit, and that the government will particularly fulfill its promises in this particularly fulfill its promises in this particularly considerable of two cents per hundred withing result of two cents per hundred withing result of two honorably furns the property of two particular. The saving result of two particular. The saving result of users of two per hundred pounds is a quescents per hundred pounds is a question of arithmetic, which will be interesting study to many a Manitobau during the remaining evenings of a

long winter.

The contemplation, however, of extended railroad mileage and reduced
freight rates-satisfactory as they
are-falls into the background of the
farmer's vision, when he sees in the
foreground only a blank where the
necessary car ought to be. I know

The Gar Shortage.

I am treaching on dangerous ground when I teaching on dangerous ground when I teaching on dangerous ground when I teach there has been so no endeath of the sacreticy of cars in a car shortage. If that there has been a car shortage, I that there has been a car shortage. If the sacreticy of cars in a hardship to the farmer, it is still seen to be the dealer, and, at the same to the dealer, and, at the same to the farmer it is still seen to the farmer in the The Car Shortage.

pictures will be used as the greatest emigration advertisement for the country. The fact is, that we, in our considerable of the experiment of the country of the country. The fact is, that we have the feets of the experiment is the from the country of the country of

Menulime produce. Warning given this Menulime, the look. The country has given a decoration of the country has given a decoration of the look. The Government Builein of December gives an estimate of 1475-950 acres ready for crop in 1475-950 acres ready for crop will likely double that of the past year. An average yield on the past year. An average yield on the past year. An average will not past year, and the past year. An average will not past year, and the past year. An average yield on the past year. sts, may soon look for the time the hundred million mark in the ord of our wheat yield wi the hundred million

cord of our wheat yield will be reached.

We begin the new year salisifed that in spite of temporary drawbacks, the country is prosperous: that the developments taking place will produce the salisification of the fact that we have consolved on the fact that we have the country with a living for the farmer, the merida a living for the farmer, the meridae and the farmer of the former of the former of the farmer of the fa blg enough and rich enough to pro-vide a living for the farmer, the mer-chant, and the newspaper man, and being so close to the necessity of them being so close to the presence of the that the one need be hampered by the presence of the other. Gentlemen, I congratulate the Win-mberg Grain and Produce Exchange in the properous condition, and wish you all a happy and successful New Year.

#### REPORT OF COUNCIL.

The report of the executive council of the exchange was presented by Mr. C. N. Bell, the secretary. The report reviews at length the various matters dealt with by the exchange during the year. The following excerpts are taken from the report

## Reduction in Number of Grades.

Reduction in Number of Grades.

As reported to the last annual meeting, the western grain standards board held in October, 1900, and also this exchange, recommended to the minister of inland recommended to the minister of inland to the consolidated under the name of No. 1 northern, with a weight of 80 pounds to the consolidated under the name of No. 1 northern what and No. 1 northern where and No. 1 northern when and the consolidated under the name of No. 1 and the northern when and that No. 2 maintoin northern wheat should not weigh less than 3s pounds to 45 per cent of hard red fired of at least 45 per cent of hard red fired of at least 45 per cent of hard red fired of at least the council agrain urged this matter upon the council agrain urged this matter upon the council agrain urged this matter the council agrain urged this matter upon the council agrain urged this matter the council agrain urged this matter upon correspondence.

the minister agreed to the recommendation and the change in the schedule, as asked for was adopted by parliament, and since for the control of the control of the control feet. This reduction in grades has prove-ed, in practice, to be beneficial to all in-terests and most satisfactory to all con-cerned. Suppose Board

Survey Board.

cerned.

Ja April Last the avchange learned that the minister of Inland revenue had introduced a bill to amend the inspection Act by which are the right of owners of inspection of the provided provided provided provided provided for. The minister inspection officers to a survey board, as at present provided for. The minister provided for appeal that always worked satisfactorily and that the exchange statement of the provided provid

#### Option Trading.

Option i racing.

The new by-laws provide that the council shall fix the couract grades of grain that shall govern all trades made on the floor of the exchange during the establishment of the case of the case of the council of the

### Administration of Inspection Act.

In July the exchange was officially notified by the department of inland revenue data has been assumed to the following acts had been transferred to the department of trade and commerce, vis. "The General Inspection Commerce, vis. "The General Inspection Act," "The Act respecting the Grain Trade and commerce with the department of the General Repetion and that all officers appointed under these and that all officers appointed under these Acts would henceforth be under the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the department of trade and commerced the control of the control of the control of the department of the control of the department of the department of the control of the control

## Transfer From King's Elevator.

In March last, during the hearing of an arbitration case between two members of the exchange, it developed that there was a considerable latitude for dispute in connection with the unauthorised transfers of grain from King's elevator at Fort William, and in consequence the arbitration of the control of th

ors sitting in the case referred to, made one sitting in the case referred to, made some correspondence, followed between the exchange and the C. P. R. officials in counciling with this matter, and later on the control of the contr

#### Grain Weighing in Winnipeg.

Grain Weighing in Winnipeg.

Your council, having received complaints that the weighting of grain ex, cars in the railroad yards is unsatisfactory both to the shippers in the country and introduced in the country and introduced in the shippers in the country and introduced in the whole matter of weighing and endeavor to arrange for the inauguration of a more satisfactory asystem of a second received assurances of the shippers of the council of the weigh master, Mr. David Horn, and are now in communication with the different railway officials, but are not recommend that the committee he continued.

#### Arbitration and Complaints.

Several arbitrations were held during the past year, and in consequence of the experience galaned in conducting them some perience galaned in conducting them some their revision, and it is now believed that their revision, and it is now believed that the arbitration provisions are comprehensive enough to meet all the necessities of the trade.

the trade.

Several complaints have been filed against persons not members of the exchange for Irregular and dishonest business of the exchange have been all members of the exchange have been all members of the exchange have been that, under the by-laws, they are prohibited from having any business dealings with such person.

#### Lighthouses on Great Lakes.

Late in November the council wired to the Hon. Mr. Sifron. Ottawa, asking him the Hon. Mr. Sifron. Ottawa, asking him the Hon. Mr. Sifron. Ottawa, the ca-terior control of the Hon. Ottawa. The Hon. Ottawa. The Hon. Ottawa. In the Hon. Ottawa. The Hon. Ottawa. In the Hon. Ottawa. The Hon. Ottawa. In the Hon. Ottawa. The Hon. Ottawa. Hon. Ottawa. The Hon. Ottawa. The Hon. Ottawa. Hon. Ottawa. The Hon. Ottawa. The Hon. Ottawa. Hon. Ottawa. The Hon. Ottawa. The Hon. Ottawa. The Hon. Ottawa. Hon. Ottawa. The Hon. Ottawa. The Hon. Ottawa. The Hon. Ottawa.

## Storage Charges on Rejected Wheat.

On the 20th of October, the council entered a protest against the imposition at King's elevator, Fort Arthur, of one cent per bushel for elevation and one-half cent for each fifteen days' storage on rejected one wheat as defined in the tariff

card issued by J. G. King & Co., dated 1st November, 1901. Fortunately the quantity of wheat inspected as "rejected" was very small, and in consequence the council did not further press the matter.

#### Inspection at Fort William.

As directed by the exchange, the council forwarded the following request to the minister of trade and commerce, Oltawa, asking for the cancellation of the requirement in the inspection Act that Manitola wheat inspected at Winnipeg must be reinspected at Fort William or Port Arhur,

Winnipeg, 11th Dec., 1901. e Minister of Trade and Co The Hon, the

Winnipeg, 10th, Dec., 1001.

The Hon. the Minister of Trade and Commerce, Ottawa:

887.—By direction of this exchange, we see that the Minister of Trade and Commerce, 1000 and 1000 an

in addition to inspecting cargoes from the various late carses.

All the grain inspected at Emerson since this wheelide in the act came into force with which will be should be

# WM. MARTIN, President. CHAS, N. BELL. Sec.

The above request is simply asking that the original petition of the western grain the original petition of the western grain trade and this, the Winnipeg board of trade and this was the state of the present. Inspection Act relating to Mani-tolou grain was based, should be carried to grain was been of the state of the proposition of the exchange. The ex-change has been notified that the minister is now. Investigating the matter,

is now investigating the matter.

During the past year forty-three associate members were elected, one associate changed to active and seventeen active changed to active and seventeen active fill of the control of the properties of the properties

engine room of his elevator. The ex-change was represented at his funeral, which took place at Virden on the 20th December, 1901. Our late member was held in very high esteem by all his busi-ness associates on account of his high per-sonal qualities and business problits.

#### New Offices.

New Offices.
The election of officers was then proceeded with, and resulted as follows: Prasident—C. A. Young. Vice-President—G. V. Hastings. Vice-President—G. V. Hastings. Vice-President—H. A. V. Hastings. Vice-President—G. V. Hastings. A. H. Hargraft, John Love Tibous Thompson, Robert Muir, E. O'Reilly, G. R. Crowe, T. B. Baker, C. Tilt and Proposon. Appeals—F. W. Thompson, H. S. Paterson, S. P. Clark, N. Bawlf, Thos. Thompson, P. Hillips, W. W. McMillan, Phillips, W. W. McMillan, Phillips, W. W. McMillan, Phillips, W. W. McMillan, Shing, Committee, T. B. Baker, E. O'Reilly, C. Tilt, W. I. Patrish, E. O'Reilly, C. Tilt, W. I. Patrish,