

ed to, and in compliance with the provisions of the inspection laws, they sent two of their number to Toronto in September last who assisted, with delegates from other boards, in selecting the standards to regulate the inspection of the year.

The unfortunate frosts of August last, which caused considerable damage to grain crops, made this work of selecting standards a difficult one owing to the fact that the inspection laws made no provision for the grading of frosted or otherwise damaged grain, beyond rating all as no grade, and adding the inspector's notes regarding its defects. The deputation to Toronto in conformity with the instructions of your committee, and with the concurrence of delegates from other boards made arrangements for the recognition during the year for three qualities of frosted wheat, namely, number one, two and three, and this arrangement has been found of great value to grain dealers and raisers of this province, while it furnished a basis upon which the management of the Canadian Pacific Railway made rebates in freight on damaged grain, which undoubtedly were a great help to the farmers of this country, and were so arranged as to cause no inconvenience or financial delay to parties exporting grain.

Your committee felt relieved when the long delayed appointment of Captain Clark as Grain Inspector for Manitoba was made in time for the opening of the grain season of 1885, and they are satisfied that a system of inspection in this Province has already done much towards the organization of the grain trade, and has been much appreciated by all connected therewith.

Following up the appointment of an inspector, an application was made for the appointment of a Deputy Inspector at Portage la Prairie, and an applicant was examined but found deficient in the qualifications necessary for the incumbent of such a position.

The selection of a Deputy Inspector for this city was also undertaken, and after passing a very high examination Mr. David Horne was recommended, which recommendation your Board ratified, and the Department of Inland Revenue, with commendable promptitude, has since confirmed the selection and made the appointment.

The result of the season's inspection up to the tenth of the current month, according to a report taken from the books of the Inspector and his deputy, are as follows:—

Grain of all kinds inspected here 3,668 cars, containing 2,409,200 bushels. Of this 3,536 cars containing 2,298,400 were wheat, 106 cars containing 84,800 bushels were barley, and 26 cars containing 26,000 bushels were oats.

Up to the close of April last the movement eastward on the C. P. R. of wheat was 2,933,744 bushels. From that date to the present month exact figures as to the movement cannot as yet be had, but a fair approximation would raise the aggregate to about three and a quarter millions of bushels.

These figures do not include wheat exported in a manufactured state, nor uninspected wheat used by the mills in the city of Winnipeg and other portions of the Province. Nor do they include wheat now in storage at points west and in this city, so that they furnish no direct key to the surplus of wheat from the crop of 1885. The figures on flour exports are not within the scope of your committee's duties, but enquiries made at exporters place them for the season up to the 10th of this month as somewhat over 400,000 bags, which would represent over one million bushels of wheat. The exports of wheat from the crop of 1885 up to the date mentioned, manufactured and unmanufactured, may safely be placed at about four and a quarter millions of bushels, and inquiry shows, that there is still about half a million bushels in store in the Province, besides what is still held by farmers.

Your committee take pleasure in stating that

although the year was a very trying one on inspection, and especially a newly established system of inspection, results have been of the most satisfactory character, and not a single dispute regarding the grading of sound grain has occurred, while those regarding damaged grain number only five, and were without exception instances in which damaged grain had been kept a long time in cars in transit, one case being a car of No. 2 frosted, which was five and a half months in transit in a box car. Your committee therefore desire to express their complete satisfaction with the working of inspection in this Province, and their opinion, that all seeming friction will disappear with time and experience.

There are some points, which your committee wish to impress upon this board, so that their successors may be in a position to profit by their experience of the past year. One is the necessity for this board sending every year as large a delegation as possible to the annual meeting at Toronto for the selection of grain standards. Another is the necessity for procuring as large an array as possible for samples from which to select these for Northwestern standards, and of securing a good supply of the latter once they are fixed and selected. To insure the smooth working of the present inspection law, these points are very necessary, and if properly attended to, will enable Manitoba to work thoroughly in harmony with eastern inspection districts.

All of which is respectfully submitted,

GEO. J. MARLSON, Chairman.

Winnipeg, July 17th, 1886.

On motion of Mr. R. J. Whitla, seconded by Mr. J. A. Moor, the report was unanimously adopted.

Mr. J. A. Carman was here allowed to introduce the question of the settlement of the vacant lands around Winnipeg and elsewhere in the province, and in a vigorous and telling speech he laid the whole question before the meeting. He stated that attempts had been made before at colonizing the lands around Winnipeg, but they were made principally by men who were only nominally owners of the lands in question, which were, as a rule, so encumbered as to be practically unavailing for colonization purposes. Since then mortgages had been foreclosed and paid off, and many other changes had taken place, which had in a great measure cleared the way for colonization. He had made enquiry into the matter, and was satisfied that at least 200,000 out of the million or so acres of vacant lands within a radius of twenty-five miles of Winnipeg were unincumbered, and available for colonization. In fact one very prominent gentleman in Winnipeg was prepared to guarantee this figure, and one land owner was prepared to contribute 40,000 acres. There was therefore a clear field for the operation of some scheme of colonization, and he had perfect faith in the power and ability of the Board to successfully inaugurate a scheme which would soon settle upon vacant lands. Referring to the statement, that the C. P. R. Company were jealous for fear of any one tampering with immigrants bound for points west of here, he stated that such statements were unjust and uncalled for. The Company was the only corporation in Canada doing a great work in the interests of immigration to the Northwest, and the immigrants passing through here to their lands, the company had worked for, paid for and were entitled to retain. These very persistent efforts they put forth are

a convincing proof of how they valued settlers, and should be an incentive for us to follow their example. The whole matter he summed up in the statement, we have lands, the Old Country has surplus farmers, and he believed in the ability of the board to devise some scheme by which the two could be brought together to the advantage of the latter and this province. He said the days of holding unimproved lands at boom figures were gone, and land owners as a rule were prepared to sell below fair values now. Inquiry proved to him that unimproved lands within the limits, he stated, could now be had at from two to ten dollars an acre, and only choice lands were held at the latter figure.

Mr. W. W. McCreary followed and corroborated Mr. Carman's statements. He said as a representative of the Schultz estate of 40,000 acres, he was prepared to sell these lands to actual settlers at an average of about \$4 an acre, and he had learned from settlers who had recently come here, that the opinion was prevalent in the Old Country and in the east, and certain parties took pains to keep it so, that lands around Winnipeg were all swampy, and were held at four to ten pounds an acre. Some scheme of colonization which would clear away these misrepresentations and circulate facts regarding our lands and their prices, would certainly be a success, and he believed this Board could do much towards inaugurating such a scheme and organizing it.

Mr. W. F. Luxton, while he supported the movement, said he believed any such movement would require legislation to establish it, which could not be secured until the next session of the local legislature. He thought, however, it might be well for the Board to go on in the meantime with the work of organization. He stated that he would support no movement on the part of the Board unless owners of lands were prepared to hand in a list of lands available, and state the lowest price in each instance. The failure of former movements in this direction has been mainly owing to land owners themselves, and he did not wish to see the Board connect itself with any scheme where one land owner was watching and scheming to get the bulge, so to speak, on others.

President Mackenzie suggested a mass-meeting of land owners, Reeves of the municipalities interested, and others, to organize some scheme under the auspices of the Board.

Mr. Whitla and others favored a similar course, while some present favored the appointment of a committee to collect a list of available lands.

The discussion was continued by Messrs. F. B. Ross, J. B. McKilligan, D. K. Elliott, W. W. Watson, F. Osenbrogge and others, until, on motion of Mr. Luxton, seconded by Mr. McCreary, the following was unanimously carried:

"That this Board invite owners of vacant lands within a radius of twenty-five miles of Winnipeg, to a convention, for the purpose of devising a scheme for the colonization of these lands, and that the President name a committee to carry out the spirit of this motion."

As it was now past six o'clock it was agreed to postpone further business and adjourn till Tuesday, the 27th inst. at 3 o'clock p.m.