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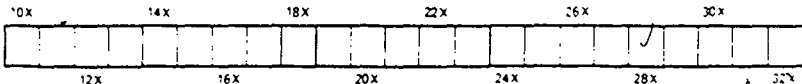
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# THE COMMERCIAL

A JOURNAL DEVOTED TO THE FINANCIAL, MERCANTILE AND MANUFACTURING INTERESTS OF THE CANADIAN NORTH-WEST.

JAMES E. STEEN, PUBLISHER. SUBSCRIPTION, \$2 PER YEAR IN ADVANCE.

EIGHTH ANNUAL SUPPLEMENT.

WINNIPEG, FEBRUARY 14th 1893

SUPPLEMENT OF

## The Commercial

A Journal of Commerce, Industry and Finance especially devoted to the interests of Western Canada, including that portion of Great West of Lake Superior, the Provinces of Manitoba and British Columbia and the Territories.

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The Commercial certainly enjoys a very much larger circulation among the business communities of the country, before Lake Superior and the Pacific Coast, than any other paper in Canada, daily or weekly. By a thorough system of personal subscriptions, carried out annually, the Journal has been placed upon the desk of the great majority of business men in the vast, but unimagined, territory including Northwest Canada, the Territories of Manitoba and British Columbia, and the Territories of Alberta, Assiniboia and Saskatchewan. The Commercial also reaches the leading merchants, capitalists, manufacturing and financial houses of Eastern Canada.

WINNIPEG, FEBRUARY 14th, 1893

### THE COMMERCIAL

This supplementary number of THE COMMERCIAL will undoubtedly fall into the hands of many persons not regular subscribers, as several thousand copies will be printed for free distribution. Some who chance to receive this number may wish to know something about the journal. THE COMMERCIAL, as its

name implies, is primarily a paper for business men. Its columns are filled with matter pertaining to trade, commerce, manufactures, finance, insurance, market reports, etc. Its particular field is Western Canada. While considerable space is given to general commercial matters, particular attention is given to commercial progress and development in Western Canada.

The regular issue of THE COMMERCIAL, of which this number is a supplement, contains thirty-two pages, the pages being the same size as this supplement. It is printed on a fine quality of paper and every effort is made to turn out a neat, clean and readable journal. It is published weekly at Winnipeg, Canada, and will be mailed to my address in Canada or the United States or Great Britain for \$2 per annum & 1d. in advance.

Persons, either at home or abroad, who wish to learn something about the vast region known as Western Canada, will find THE COMMERCIAL a valuable and interesting paper. Its aim is to give only reliable information about the country. A representative of the paper visits every settled portion of the country at least once a year. The great provinces of British Columbia is given special attention. A branch editorial and business office is maintained in the city of Vancouver, and an able writer is on the ground there, giving his whole attention to that pro-

vince. Thus THE COMMERCIAL is kept in touch with all parts of the country, and in this way the journal has earned an enviable reputation for reliable information concerning Western Canada. This paper has long been looked upon as an authority on matters concerning that portion of Canada west of the great lakes of the St. Lawrence.

THE COMMERCIAL is now in its eleventh year of publication. It may, therefore, be said that it has grown up with the 'country.' At the time this paper was established, the development of the country had just nicely started. Railways were just gaining a foothold in the country, and the great West was only beginning to awaken to a new life. Since that time progress has been rapid, and now that we are safely through the experimental stage, we may hope for even greater progress during the next ten years.

To those who are not acquainted with THE COMMERCIAL, we would say, that this journal has no political interests to serve. Its politics will be the welfare of Western Canada. Political questions are discussed only in their relation to commerce. Most important political questions have a commercial side, and it is therefore, sometimes necessary to discuss a matter which is at the time within the realm of party warfare. The aim of THE COMMERCIAL, however, is to keep free from the influences of party, creed, or clique.

## DEVELOPING OUR COAL MEASURES.

A GREAT INDUSTRY GROWING IN THE WEST.

An abundant fuel supply is a necessity in a northern country, and this Western Canada possesses, notwithstanding the large area of prairie land. Formerly the fuel question was considered the greatest problem in the settlement of the country. To the north-west and east it was well known vast areas of timber country existed, but wood became a costly fuel when it had to be transported a considerable distance by rail. It is also a costly matter to haul wood to the railway after the supply in the immediate vicinity of the yards becomes exhausted. To undertake to supply a large population in the great central prairie region with wood fuel from the great forests of the north and east and the Rocky mountain country to the west, would be a difficult and costly undertaking. In most parts of Manitoba, and in portions of the territories there exists more or less of a wood supply of timber, suitable for wood fuel, but it was always recognized that these local supplies of wood

fuel in the inland prairie and timber districts would in time become exhausted. Besides, there were large areas of prairie country, remote from the great forest regions, which were without any local supply of wood sufficient to last for even a few years.

It was evident that in the course of years, as settlement increased, and local supplies of wood became exhausted, some other sort of fuel would have to be supplied. This is now known to exist in the many discoveries of coal which have been made during recent years.

It was known to the early travelers that coal existed in various parts of Western Canada, as it had frequently been observed cropping out along the cut banks of streams. With the extending settlement of the country, new coal discoveries are being constantly made, until it now appears that our coal supply is practically unlimited. Vast areas of country appear to be undeveloped, with beds of coal, and mines are now being worked at points hundreds of miles apart. The first important development of the native coal industry was at and near Medicine Hat. This is a town on the main line of the Canadian Pacific railway, 600 miles west of Winnipeg, where the railway crosses the South Saskatchewan river. The coal was observed here showing out in the deep cut banks of the river. Mines were opened in this district and worked to some extent, quantities of coal having been shipped as far east as Winnipeg. The

mines are not actively operated at present, beyond taking out coal for local requirements. The Medicine Hat coal is not of as high a quality as that obtained at some other points, and as the demand is limited, yet to the requirements of our small population and the supply increased by the opening of new ones, these mines are not worked as extensively as when first opened.

Later a company was formed and opened mines about 110 miles west of Medicine Hat, where the town of Lethbridge has since grown up. A railway was built connecting these mines with the main line of the Canadian Pacific. These mines have been worked almost continuously and on a steadily increasing scale ever since they were first opened. The coal is an excellent quality of soft coal, and it has a large sale as far east as Winnipeg. In 1890 a railway was built from Lethbridge southward into the state of Montana, to connect with the railway system of that state and to permit of the export of Lethbridge coal to the neighboring states. The traffic is now carried on on quite an extensive scale.

With the continuation of the Canadian Pacific railway westward, coal was discovered and mined at a number of points along the line between Calgary and the summit of the Rocky mountains, particularly at Tanmore and Anthracite. Some of these coals are of a very superior quality, being of an anthracite or semi-anthracite character. They are consumed largely by the Canadian Pacific railway, and also shipped east and west for general use.

A limited quantity has been shipped as far east as Winnipeg, and westward coast to San Francisco, California. There is no hard coal on the Pacific coast, and it is expected that a large trade will eventually be done in shipping these coals to the Pacific coast, and thence by water to points along the coast. These anthracite and semi-anthracite deposits exist in the eastern slope of the Rocky Mountains over 200 miles west of Winnipeg, and about 250 miles from the water of the Pacific. The quantity of the coal consumed by the Canadian Pacific railway alone is sufficient to produce considerable activity in mining. Discoveries of coal other points in and near the Rocky Mountains, and also farther west at Interior points in British Columbia. Near Kamloops in the latter province, some development work has been done. Other districts are awaiting shipping facilities to begin development.

On the completion of the Calgary and Edmonton road to the North Saskatchewan in the year 1891, led to the ex-

tension of coal mining in that region. There is abundant coal along the North Saskatchewan, in the Edmonton district, and mining on a small scale has been carried on for years, for local consumption. Since the opening of the district to railway communication, some shipping has been done to Calgary.

It is now comp to speak of the most recent move in the development of our coal mining interests. Coal has been known to exist in the Souris district of south-eastern Assiniboia, for many years, but it was not until the past season that the district was opened to other points in the prairie country, the coal could be observed cropping out of the deep banks of the Souris river in the vicinity for years, but without railway communication, the coal could not of course be transported any distance. During last summer a branch line of the Canadian Pacific railway was extended into the territory, and the development of the mines on a large scale at once began. Though it was not until autumn that the road was completed, coal is being turned out at the rate of over 100 tons per day at one mine. A town has grown up which has been named Estevan, and the coal is becoming known as Estevan coal. It is a lignite in character, and is not as high quality as some of the coals procured farther west, but its proximity to the most closely settled portion of the country, gives it particular value. Estevan is located a short distance beyond the western boundary of Manitoba, in south-western Assiniboia. It is 290 miles from Winnipeg, by way of the South-western railway. The great bulk of our population is settled between Winnipeg and this coal district, the centre of population being not far from this way. The fine trunk line of railway running east and west across Manitoba, has easy connection with the mines by a cross rail, so that the coal can be supplied by a short route to about all parts of the province. The coal is now being delivered in Winnipeg, in car lots of 21 per ton, and no doubt prices will be reduced when development has proceeded further, as the district has been so recently opened that the best results have not been attained yet.

With our vast coal deposits, extending over such a wide area of country, the future fuel supply of the west is assured. Coal has been discovered at so many different points that the more remote sections will not be far from a source of supply. The quality of these coal deposits, it will be observed, includes lignite, bituminous and anthracite coals. The demand



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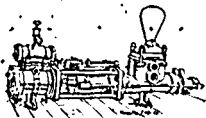
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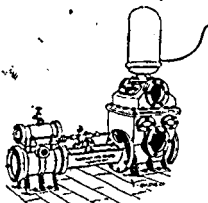




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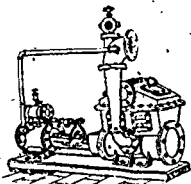
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will grow with increasing population, and in time coal mining will become a great industry in this country.

We have said nothing about the coal industry of our Pacific coast. This was recently described in THE COMMERCIAL. The purpose of this article has been to show the fuel supply of the great Interior prairie country. It may be stated, however, that an extensive coal mining industry has existed on our Pacific coast for years, the town of Nanaimo, on Vancouver Island, being the centre of the trade. The quality is a high class of bituminous, and is superior to any coal found in the adjoining Pacific coast states. For this reason our British Columbia coal meets with a large demand from San Francisco and other Pacific coast points of the United States.

### Winnipeg's Big Exhibition.

The most important event in the exhibition line in Western Canada, is the annual fair of the Winnipeg Industrial Exhibition Association. Though only two exhibitions have been held since the formation of the association, a great degree of success has already been attained. The first exhibition was held in the fall of 1891, and though the weather was very bad at the time, it was a success financially, as well as from the standpoint of the display made. Last year the experiment of holding a summer exhibition was tried, with gratifying success, and it is probable that the annual exhibition will hereafter be held in the summer, instead of the fall, as at the former season of the year the farmers have more time to devote to exhibition matters. Besides, there are more visitors from abroad during the summer. Those who contemplate visiting Manitoba during 1893, should make a note of the dates of the Winnipeg Industrial, and endeavor to be in Winnipeg during exhibition week.

At the recent annual meeting of the Association, to review and close up the work of the past year and elect a new board of directors for 1893, there was much interest manifested in the work. On this occasion President Macdonald delivered the following address which was received with applause:

**GENTLEMEN.**—I am pleased to see so many of the members of our association present, and to welcome them to this our third annual meeting. Such a good attendance is the best evidence we can have that the interest in the movement inaugurated two years ago has in no sense lessened, and that among you, and the public whom you represent, the desire is as strong as ever it was to make of these industrial

exhibitions one of the most permanent and prosperous of the institutions of the province. The suggestion made by your directors at the last annual meeting, and endorsed almost unanimously by the shareholders, that the experiments of a summer fair should be made, to ascertain if the result would not justify a departure from the usual season of the year for holding these exhibitions, has been carried out, and as you all know, with very marked success. The entries from the city were less in number than those of the previous year, on account, no doubt, of the impression with many that a summer fair would be a very doubtful experiment. But any deficiency from this source was more than made good by the increased entries from the country, the general result being such as in my opinion would warrant your directors in recommending that the change be made a permanent one—at least unless, or until the experience of the future should warn us to return to the usual time. The official statement in detail will be read to you by the secretary, from which you will learn the gratifying results of our efforts during the past year. It will be proper for me to remark here that a sum of over \$13,000 was expended in improving the grounds and in the erection of new buildings, notwithstanding which the accommodation, especially for stock, was taxed to the utmost, and a further expenditure will be necessary this year if we are to keep pace with the growing requirements of the country. As doubtless many of you remarked at the time, the display of stock was very fine, exciting the admiration of the judges accustomed to the herds of the old province of Ontario, and extracting from them the admission that they never saw a finer collection of animals. The association is again indebted to the railway companies for the valuable aid rendered in making the exhibition a success. It is important we should realize, and fitting we should acknowledge that, without their assistance, we could not have hoped to make so good a showing as that of last year and the one previous. When asked to continue the same generous treatment extended to our initial undertaking, the management of the Canadian Pacific Railway promptly responded, an example cheerfully followed by the Northern Pacific and Manitoba and by the Northwestern. We cannot be too grateful for the assistance thus rendered. Our thanks are also due to the Provincial Government for their generous grant of \$7,500, and to the city council for the very liberal gift of \$5,000 to the building fund; nor must we forget to acknowledge the hearty support and co-opera-

tion of the citizens of Winnipeg, who contributed so largely to the success of the exhibition. Their response to the appeal for special prizes was most generous, and merits our hearty thanks. It is almost unnecessary for me to urge on you—and through you the directors—the necessity of completing arrangements for the transportation of this year's exhibits as early as possible, and also to decide, without delay, on the time for holding the next exhibition, in order that ample notice be given to all concerned. There were two changes in the directorate during the year, one caused by the death of Mr. Bartlett, which was deeply regretted by all the members of the board, who, in their short acquaintance with him as a colleague, recognized the energy and intelligence manifested in the discharge of his duties. The other was owing to the resignation of G. F. Galt, much against the wish of his colleagues. The vacancies were filled by J. H. Sutherland and A. F. Eilen. As your presiding officer for the past year, I have pleasure in testifying to the diligence with which your board discharged the duties entrusted to it. Nothing was lacking in the desire of your directors and officials to make the exhibition a success in every particular. In parting from my colleagues it is right to acknowledge that my duties as president would have been heavier had it not been that they had taken such an active and intelligent interest in everything calculated to promote the objects of the association. The zeal displayed in carrying out every suggestion that appealed to their judgment not only lessened my own labors and responsibilities, but made association with them in the work we all have at heart a genuine pleasure.

The minutes of the last annual meeting were then read by the secretary and confirmed.

### THE YEAR'S WORK.

Secretary Sirachan then read the report of the retiring board of directors as follows:—

To the Shareholders of the Winnipeg Industrial Exhibition Association.

**GENTLEMEN.**—Your board of directors beg to present their report for the past year, as follows:—

After the last annual meeting, held on the 14 Jan., 1892, your directors, having elected a president and vice-president, appointed the necessary committees, and all arrangements were made for holding an exhibition from the 25th to the 29th of July last. The exhibition was duly held, and your board have much satisfaction in reporting a satisfactory result of their labors. The city of Winnipeg contributed \$5,000 towards additional build-

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ings and the improvement of the grounds. The Provincial Government also contributed the liberal sum of \$7,500 and the mechanics and business men, and other residents of Winnipeg and the province, also generously contributed towards the special prize fund. The secretary-treasurer's financial statement shows the receipts and expenditures and although there appears a deficit of \$650.91 it must be borne in mind that about \$7,470 have been laid out in additional buildings and permanent improvements and above the \$7,000 contributed by the city.

The following buildings have been erected, viz: Dairy building, office, dining hall, cattle stable, horse stable, carriage building, wing to main building, grandstand ticket office, checker's office, extension to poultry house, firemen's shelter, and three latrines. Additional sheep and pig pens, and a side-walk laid down from the main entrance 400 feet westward. The whole of the buildings have been painted with two coats of paint, and 350 trees have been planted on the grounds.

Your board consider that the large number of persons who visit the association's exhibition from various parts of the province and Northwest Territories will look upon it as their annual holiday and will expect that provision will be made for their entertainment as well as their instruction by the exhibits. Your directors, therefore, endeavored to furnish to the visitors at the last exhibition an attractive programme of sports, and attractions of an entertaining yet unobjectionable character; and that such was appreciated your directors consider the receipts for admission to the grand stand are ample proof. The show of horses, cattle, and other live stock was acknowledged on all hands to have been one of the finest ever seen in Canada, and the gentlemen who came from the East to act as judges were distinctly of their opinion that last year's exhibition very favorably compared with exhibitions held in the other provinces. With reference to the date of holding an exhibition during the present year your board are of the opinion that it should be held from July 17th to July 23rd, both inclusive. The city council having received from Ottawa a report of the exhibition grounds, your board appointed a committee consisting of J. H. Ashdown and W. B. Scarth, who with Ald. Gilroy representing the city, have finally revised and approved the lease of the grounds to the association.

Your board desire to express their sense of the valuable aid and assistance rendered to them by contributions in money, transport of exhibits, and in

other ways, by the Winnipeg city council, the Canadian Pacific railway company, the Northern Pacific railway company, the Manitoba and North Western railway company, the North-Western Central railway company and the All Saints railway company, and to the gentlemen who acted as committees and as judges, and to all who contributed towards the success of the exhibition.

Mr. Van having resigned his post as a member of the board a F. E. Egan was on the 28th of March last elected in his stead. Another vacancy occurred by the untimely death of J. W. Bartlett, and J. R. Sutherland was on the 14th of April elected to supply the vacancy.

A return is given of the number of board and committee meetings held during the year, showing the attendance of the members.

## WINNIPEG GRAIN EXCHANGE

WHAT HAS ENGAGED THE ATTENTION OF THE GRAIN-MEN DURING THE PAST YEAR.

The Winnipeg Grain Exchange is an institution which stands at the head of the grain trade of Manitoba and the territories. The exchange was organized five years ago. The report at the last annual meeting showed a membership of 101, and includes grain buyers as a number of outside points, besides those located in the city. The total membership, however, is not made up of active grain men. The fifth annual meeting was held last month, and a brief reference to the report of the council will indicate the work of the exchange during the past year.

### ELEVATORS FOR WINNIPEG,

One matter which was given considerable attention by the Exchange, was the effort to secure a large public elevator in Winnipeg. At present there are only several private elevators in the city, of moderate capacity. The grain trade has long felt the need of a large public elevator at Winnipeg, to afford them a collecting point at a convenient railway centre for making up large lots for shipment. About all the railways of the province converge at Winnipeg, and with proper storage facilities here, dealers could ship in car lots of grain from all parts of the province and store it here, until they could collect large quantities of any particular grade, and thus they would be able to export in large lots. A properly constructed elevator here would also enable dealers to clean up their grain before sending it eastward. A committee of the Exchange has been working up this matter, and the prospect now looks favor-

able to the erection of a large storage and cleaning elevator here during the present year with a capacity of about 1,000,000 bushels.

### SMUT IN WHEAT,

Smut in wheat is an evil which has injured the grain trade of Manitoba. The crop of 1891 was affected with smut to a very large extent, thus causing great loss to the farmers, as well as annoyance and loss to shippers. Smut can be practically entirely prevented by proper treatment of seed before sowing. The Exchange took this matter up, and issued a circular, which was distributed broadcast throughout the country previous to the sowing of the crop of 1892, setting forth the means of preventing smut, and urging farmers to make use of it. A deputation of the Exchange also waited upon the provincial agricultural department, and urged that the department should make an effort to educate farmers as to the necessity of making use of the easy and inexpensive means of preventing smut. This was followed by a circular from the department, which was distributed throughout the country. The quantity of smutty wheat in the crop of 1892 is much less than that of the previous year, which indicates that the action of the Exchange has produced good results. There was still considerable smutty grain, however, and the Exchange has again undertaken to appeal to farmers to prevent it, by treating their seed wheat before sowing this spring.

The Exchange participated in a convention held at Grand Forks, Dakota, last fall, to move in the matter of securing greater freedom of trade between this country and the United States. There are few, if any, grain men in Manitoba who are not in favor of extending the freedom of trade between the two countries.

### NEED GRAIN,

The grain men thoroughly recognize the law of nature, that like begets like, and as they are deeply interested in the production of high qualities of grain, they have on every occasion urged the necessity upon farmers of sowing good seed. The matter was brought to the attention of the railway companies by the Exchange, with the result that the railways agreed to carry seed grain of choice quality only, free of charge. The government was also approached upon the same subject, with the result that the provincial agricultural department established a Seed Grain Exchange depot in Winnipeg. The Exchange has always urged the cultivation of our choice hard wheats, and has deprecated the introduction of soft varieties, which latter

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have already reduced the quality of the crop in some parts of the country. Manitoba hard wheats are the best in the world, and the grain men believe that our farmers should stick to these varieties, which already have a world-wide reputation. The fact that in some sections of the country the crop is becoming mixed by the sowing of different varieties of wheat, is a matter which has several times engaged the attention of the Exchange, and has always been condemned.

#### CONVENTION OF GRAIN MEN.

In compliance with a request from the boards of trade of Brandon and Portage la Prairie the Exchange called a meeting in October last to discuss the system of grain inspection. Delegates were present from a number of boards of trade, and others interested in the grain trade. It was resolved that the changing of the system of inspection to secure greater uniformity is desirable. The secretary of the Winnipeg Exchange was requested to collect such information as could be had regarding the systems in use at other grain centres.

#### EXPORTING TRICKLES.

The difficulties that beset our exporters on account of their having to ship a large portion of their grain via foreign ports (New York and Boston, etc.), is a matter which perhaps more than any other has engaged the attention of the Exchange. This has been frequently discussed in THE COMMERCIAL, and those who have followed the matter in this journal are familiar with the situation. The fact that Manitoba grain exported to Europe and going via United States ports, must be forwarded in bond, is a serious inconvenience to shippers, and a source of much annoyance and expense. On account of the grain having to be forwarded in bond, its identity must be preserved, and this causes delay, annoyances, and special charges at terminal points. President Mitchell, of the Exchange, attended a meeting of railway officials at New York, when the question was discussed, and arrangements were made for exporting three grades of Manitoba wheat via United States ports. The wheat goes forward in bond, with the certificate of inspection attached, and is bonded in New York or other port, as the case may be, in accordance with the Canadian certificate of inspection attached to the way bills.

#### MIXING GRAIN.

The question of mixing grain in terminal elevators was warmly discussed by the Exchange during the past season, growing out of certain usage at Fort William elevators. The Exchange decided that it would be in the interest

of the grain trade if no mixing of grades were allowed in public terminal elevators. The principle was endorsed by eastern boards of trade, and in accordance with this request, the Inland Revenue department at Ottawa, which is authority in grain inspection matters, notified inspectors to issue certificates, so as to show what cargoes were composed of, in case of any mixing of grades in the cargo.

These were the principal matters engaging the attention of the Exchange during the past year, besides regular routine business, arbitrating in disputes, call trading, etc. In addition to being a deliberative body, the Exchange is also a trading body, daily meetings being held to buy and sell on exchange. With the rapidly expanding grain trade of the country the Winnipeg Exchange promises to at once become the most important organization of the kind in Canada if indeed it has not already taken first place.

### IMMIGRATION TO THE WEST.

A GRAND SHOWING FOR 1892, AND BUT  
THAT EXPECTED FOR THIS YEAR.

Western Canada as a home for immigrants from abroad, is gradually receiving increased attention. The returns for last year show a marked increase in the number of new settlers coming into the country. The records of the Dominion office at Winnipeg show that 16,260 new settlers came into Manitoba and the territories during the year 1891, while in 1892 the number of arrivals was increased to 24,000 or more than double. These figures are borne out by the land sales of the large land companies, sales for last year being more than double what they were in 1891.

One new and important feature of immigration into Western Canada during 1892, is the beginning of a stream of immigration from the United States. In 1891 a few struggling settlers arrived from the United States, and a number of parties came in from various states to look over the country, with a view to learn of its advantages for settlement, and report to their friends at home. These reports were evidently very favorable, for during the past season quite a stream of settlement came in from the States, principally from North and South Dakota, Idaho, Washington, Minnesota, and Nebraska. Smaller numbers came from Kansas, Wisconsin, Michigan, Oregon, and other states. A large number of persons also visited the country as delegates for their friends at home during the past season, and in every instance their reports have

been very favorable. Following is a report of three Nebraska farmers who visited Alberta territory last fall:

SCHUYLER NEWS, Dec. 10, 1892.  
HISER, HANIMOR & NANTON, Winnipeg,  
Manitota, Canada.

GENTLEMEN—Having made the tour of the Canadian Territories, and wishing to thank you for courtesies to us, we desire to say that in the respective parts of the country we have lived we have never seen such fine crops as we have seen harvested in Alberta during the last season. The Edmonton country is especially fine, but ourselves and friends prefer the part of the country between Calgary and Edmonton, about fifty-eight miles north of Calgary at Old Station, where so many from our country are settled. The soil is rich, black vegetable mould and crops were enormous all along the road. Some farmers were complaining because ours were only yielding sixty-five bushels to the acre, wheat twenty-five bushels of No. 1. The grass is excellent and cities on the ground. The farms of Murray & Hissin and Mitchell, James Brothers, farmmen from Old Station, and found their cattle rolling fat, and were assured that the stock had never been fed less. From our eye Schuyler alone our tongues have entered and purchased 1,000 acres all in the vicinity of Old Station. There is plenty of land of excellent quality to be entered or purchased that party was composed of farmers who had to settle up the State of Nebraska in 1891, and they do not consider they had one-half the advantages offered them as our country affords. Coal and wool are abundant everywhere while Nebraska is entirely destitute of both. Again thanking you for courtesies shown we are, yours very truly:

JOSEPH EDMONDS,  
MILNOR T. WILLIAMS,  
JAMES GARDNER.

Formerly of Bedford, England.

This is only one of a dozen or more reports from parties from various states of the Union, who have visited Western Canada the past season, and we may say that this report is couched in about the least glowing language of any one we have seen. We produce it here because it is the last one to hand and has not previously appeared in this journal. A number of the other reports were published in previous issues and all were given in language which showed that the delegates were delighted with the country.

The fact that Canada has received a considerable influx of good settlers from the United States the past year is also shown in the land sales. In 1891 the Canadian Pacific railway company

old a total of 57,363 acres of land; while last year the same company sold 85,700 acres of land to settlers from the United States. Thus the sales of land in 1892, as compared with the sales of 1891, were not far from being equal to the sales of all countries in 1891.

This movement of immigration from the United States is a most important feature. Previous to 1892, arrivals from that quarter were practically nil. When the reports of the few stragglers and delegates who came in 1891, led to such an increase of immigration in 1892, a very much larger number may be expected to come this year as a result of the reports which will be made by those who came in 1892. One settler helps to bring others; by his letters to the friends in his old home, and out his accounts, he looks for a steadily increasing movement from the States. They are welcome. We have a vast territory here awaiting settlement, and affording many advantages to the thrifty and industrious. Those who come from the States are as a rule acquainted with our mode of farming, and they will be able to go to work at once, and they will be sure to succeed.

This movement of immigration from this new quarter, is likely to very considerably accelerate the settlement of Western Canada, as in all probability it will go on increasing from year to year just as a snow ball gathers up the loose snow as it is rolled along. The United States has a vast population to draw upon, and once a brisk immigration from that quarter sets in, it may be expected to swell in volume rapidly.

The following figures furnished by Agent Smith, of the Manitoba government immigration department at Winnipeg, gives the monthly arrivals of settlers and cars of settlers' stock and effects, via Port William and Gretina for the year ending Dec. 31, 1892:

Month	Settlers	Cars of stock and effects
January	279	43
February	429	50
March	6,147	77
April	7,861	51
May	1,026	17
June	1,709	26
July	1,273	30
August	1,026	17
September	705	20
October	305	13
November	200	20
December	200	20
<b>Total</b>	<b>19,847</b>	<b>1,008</b>

	Settlers	Cars
Total arrivals, last year	9,026	1,026
Total arrivals, 1892	19,847	1,008
Increase in 1892	10,821	979

The above figures apply to parties who have settled within the province of Manitoba, and do not include settlers

who have located in other parts of Western Canada. Of those coming in via the Northern Pacific railway or who drove across the boundary, the agent has been unable to obtain any returns.

The Dominion Immigration Agency at Winnipeg reports the following arrivals of settlers for Manitoba and the Territories during 1892:

Month	Settlers
January	475
February	750
March	4,877
April	7,847
May	8,074
June	2,044
July	4,834
August	2,227
September	2,213
October	1,078
November	1,078
December	719
<b>Total</b>	<b>36,986</b>

These figures represent the arrivals by Port Arthur and do not include those who entered by Gretina. Settlers also came in from the United States at various points along the boundary and beyond the mountains from the west who are not included. The total immigration for 1891 was 11,350, showing that there had been a great increase for 1892. It is thought that fully 33,000 new settlers entered Manitoba and the Territories last year.

If this should fall into the hands of any who contemplate coming to Manitoba or the territories during the present year, we would say, do not come too early. The returns above show that a great many came in March last year. This is too early, unless in case of those who have previously visited the country, and having secured land, have buildings ready to occupy. Those who are coming to take up land, and have no definite locations selected, or no friends here with whom they can reside temporarily will find it better to defer their arrival until a little later in the season. This applies particularly to families. The weather is liable to be disagreeable in the early spring, and there is nothing to be gained by coming too early. Those who have been here beforehand, and have made preparations for the accommodation of their families, of course can come earlier without suffering the same inconvenience from any spells of disagreeable weather which may possibly come. Those bound for the coast regions of British Columbia may safely come earlier than to Manitoba and the territories.

### Grain Exchange Building.

One of the principal buildings erected in Winnipeg during the past season is the building now known as the "Grain Exchange." This property is owned by N. Bewlf, the pioneer grain dealer of Winnipeg. Until last autumn

the grain trade of Winnipeg was scattered about in various parts of the city. Mr. Bewlf conceived the idea of centralizing the trade by erecting a building which would be peculiarly adapted to offices for grain men. He first arranged with the Winnipeg Grain Exchange to take up its quarters in the proposed building, and then went ahead with the enterprise. The building is located on the corner of Third street and Fourth avenue, nearly facing the market square. It is a brick structure, three stories high and basement, and is, in its interior arrangement, the most convenient and comfortable office building in the city. The ground floor is occupied by two leading implement firms, and the two upper stories are laid out in offices. The Grain Exchange has its rooms on the third floor, and a large number of grain men have taken offices in the building, thus centralizing the trade and affording many conveniences for the facilitating of business, which did not formerly exist. The Board of Trade also has its headquarters in this building. The building was formally opened on Nov. 12, the Board and Exchange jointly celebrating the event.













### G. P. & Land Sales.

Following is a statement of the Canadian Pacific railway land sales for the year 1892, compared with sales for 1891:

Month	1891		1892	
	Acres	Value	Acres	Value
January	4,700	\$48,000	13,000	\$340,000
February	4,200	19,000	25,000	90,000
March	4,000	18,000	30,000	141,000
April	5,100	30,000	68,100	280,000
May	6,000	36,000	25,100	135,000
June	11,700	70,000	42,250	182,500
July	11,700	64,210	40,900	183,500
August	9,800	51,100	42,200	202,500
September	9,700	47,200	14,410	60,000
October	10,810	50,820	32,000	102,900
November	9,810	44,000	28,500	124,000
December	11,800	60,000	14,000	64,000
<b>Total</b>	<b>102,500</b>	<b>\$500,520</b>	<b>398,000</b>	<b>\$1,358,170</b>

Last year's sales show an increase of 294,670 acres over that of 1891, or the total for the year exceeds that of last by nearly three times. The amount received exceeds the proceeds of 1891 by \$853,255. Following shows the number of acres of land sold by this company to settlers from the United States, during 1892, arranged by states:

Delaware	96,000
Michigan	160
Minnesota	2,000
Missouri	2,700
Nebraska	2,000
Washington	32,000
Wisconsin	900
Oregon	230
Indiana	160
New York	100
Illinois	400
Northwest	100
<b>Total</b>	<b>145,700</b>

				
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86 and 88 Princess Street,

Winnipeg.

Our Grain Storage Capacity.

The erection of grain elevators, flour mills, etc., in Manitoba, began in the year 1882. The following list of grain elevators and grain warehouses, and mills now in the country will show what wonderful progress has been made. The list is partly taken from the annual report of the Winnipeg Grain Exchange, arranged by lines of railway showing all elevators, etc., west of Port Arthur. The point of location, owner and capacity in bushels is given, of elevators and warehouses, and capacity in carrels of flour and oatmeal mills. The letter "w" represents flat warehouses. Other grain warehouses not so marked have elevating machinery.

CANADIAN PACIFIC RAILWAY MAIN LINE.

Station	Owner	Capacity (bush)
Port Arthur	J G King	325,000
Port William	Canada Foodstuffs Co	3,750,000
Keewatin	L of W Milling Co	800,000
Woopag	Ogilvie Milling Co	310,000
	N Sawil	70,000
	Stephen Naica	45,000
High Bluff	J Dilworth	30,000
	J A K Drummond	17,000
	Ogilvie Milling Co	12,000
Poplar Point	Farmers	4,000
Portage la P	L of W Milling Co	175,000
	Ogilvie Milling Co	35,000
	Farmers	110,000
Barnside	Cawpelt & Green	3,000
	L of W Milling Co	3,000
	Farmers	20,000
McGregor	H Crows & Co	4,000
		24,000
	Campbell & Green	4,000
	Geo Rogers	4,000
Austin	W Clifford	30,000
Sydney	Dr Crows	8,000
	Dines & Cleveland	5,000
	A Atkinson & Co	4,000
	Man Mill & Brew Co	1,000
Carberry	L of W Milling Co	30,000
	Lyon, Elk Co	65,000
	Ogilvie Milling Co	25,000
	H Crows & Co	33,000
	Geo Rogers & Co	32,000
	Dines & Cleveland	2,500
Malborough	J S Murphy	5,000
Douglas	L of W Milling Co	35,000
	Ogilvie Milling Co	20,000
	T E Greenwood	25,000
	H Crows & Co	33,000
	Geo Rogers & Co	32,000
	Dines & Cleveland	2,500
Chater	T D Woodcock	25,000
	Farmers	30,000
Erandon	Ogilvie Milling Co	40,000
	T Thompson	10,000
	Saich & Co	12,000
	Stuart & Co	50,000
	McKenzie & Co	12,000
	McMillan Bros	40,000
	Hones	15,000
	Parish & Lindsey	70,000
	Alexander, Ealy & Co	60,000
	Thompson & Seward	30,000
Kennedy	McMillan Bros	35,000
Alexander	McKenzie & Co	35,000
	Ogilvie Milling Co	12,000
	Farmers	30,000
	H Crows & Co	30,000
	Ogilvie Milling Co	30,000
	L of W Milling Co	30,000
Oak Lake	Ogilvie Milling Co	20,000
	Roblin & Armitage	30,000
	Lalich Bros	20,000
		35,000

Virdes	Adamson & Co's	12,000
	McBean Bros	35,000
	L of W Milling Co	37,000
	Ogilvie Milling Co	35,000
Ritkhorn	Ogilvie Milling Co	14,000
	Pankia Estate	4,900
	H Crows & Co	3,000
	Aitken & Co	8,000
	L of W Milling Co	3,000
Fleming	N Pearce	10,000
	Dines & Cleveland	6,000
	A Atkinson & Co	6,000
Moose Lake	Ogilvie Milling Co	3,000
	Smith & Reigham	20,000
	Farmers	40,000
	S P Clark & Co	2,000
	Wolsley Milling Co	20,000
	Ogilvie Milling Co	15,000
Wapella	A Knowles	2,000
	Atkinson & Co	4,000
	K Nicoll	6,000
Whitewood	Macaulay & H G's	3,000
	J Street	2,000
	Atkinson & Co	2,000
Woodview	Clomson & Patterson	2,400
	A G Thorburn	1,200
Greaf's	Nherlock & Freeman	6,000
	McMillan Bros	3,000
	H P Richardson	6,000
	Ogilvie Milling Co	2,000
Statute	Sherlock, Freeman & C	3,000
	Campbell & Green	2,500
	McMillan Bros	30,000
	Farmers	10,000
Indian Head	W R Bail	50,000
	Canadian Alliance Co	20,000
	McMillan Bros	25,000
Qu'Appelle	Bank of Ottawa	20,000
	S H Caswell	20,000
	J H Balyra	4,000
Balgoolie	W H Haines	1,500
	Belmont & R Co	20,000
Regina	Western Milling Co	25,000
		10,000
	Lejeune, Smith & Co	10,000
	Regina Elevator Co	60,000
	Western Milling Co	1,000
	Campbell & Green	2,000
	McMillan Bros	15,000
	E A Baker	10,000
	Atkinson & Co	2,000
Moose Jaw	Campbell & Green	4,000
	Horsion & Azeabie	12,000
	Total	7,415,700

DELBORNE BRANCH

Norris	Dines & Cleveland	12,000
	Ogilvie Milling Co	40,000
		10,000
Rosefeldt	L of W Milling Co	18,000
	Ogilvie Milling Co	20,000
	H Crows & Co	4,000
Greina	Body & Necker	6,000
	McBean Bros	30,000
	J & J Livingston	10,000
	L of W Milling Co	18,000
	Ogilvie Milling Co	20,000
		10,000
	McMillan Bros	2,000
Stam Coulee	L of W Milling Co	20,000
	J & J Livingston	6,000
	Ogilvie Milling Co	40,000
	P Walsh	3,000
	McMillan & Co	20,000
Walker	Ogilvie Milling Co	35,000
Morden	McBean Bros	35,000
	McMillan Bros	25,000
	Dines & Cleveland	20,000
	Farmers	20,000
	Body & Necker	2,000
	O P R Co	5,000
Thorahill	L of W Milling Co	25,000
	Ogilvie Milling Co	25,000
	R Ireade	3,000
Manitou	R Ireade	45,000
	Ogilvie Milling Co	60,000

Mallean Bros	35,000
C P R Co	4,000
N Sawil	3,600
R Ireade	7,500
M Keating	2,300
Ogilvie Milling Co	40,000
Chalmers & Bathoo	30,000
J G Gordon	4,000
Chalmers Bros	5,000
King & Parr	23,000
Farmers' Alliance	33,000
McBean Bros	5,500
H Crows & Co	10,000
F Young & Co	25,000
T H Menary	2,000
	3,000
	3,000
Harrison Bros	25,500
Roblin & Armitage	1,500
T J Lawler	3,000
D H McMillan	2,000
Harrison Bros	30,000
L of W Milling Co	15,000
W A Adams	5,000
L of W Milling Co	20,000
E H Fitchell	25,000
Patrons Elevator Co	40,000
Geo Morton (E-tate)	15,000
Ogilvie Milling Co	18,000
Groat & McKay	35,000
H Nicol & Son	30,000
Geo Morton (E-tate)	20,000
R D Martin	30,000
C A Young	35,000
	25,000
Ogilvie Milling Co	22,000
R D Martin & Co	30,000
	4,000
Total	1,166,000

GLEBORNE BRANCH

Roblin & Armitage	35,000
L of W Milling Co	30,000
Farmers' Elevator Co	60,000
R S Alexander	37,000
	3,000
Farmers	65,000
Farmers	30,000
A Forbes & Co	3,000
T Gill	3,000
R S Alexander	5,000
M J Latic	80,000
L of W Milling Co	20,000
H Crows & Co	20,000
Farmers	30,000
Geo Smart	2,000
N Sawil	2,000
J Riley	25,000
Atkinson & Co	2,000
Ogilvie Milling Co	40,000
R Logan & Co	25,000
R Logan & Co	7,000
Farmers	40,000
C W Hay	3,000
J J Adams	20,000
Raid & Co	7,000
L of W Milling Co	30,000
Ogilvie Milling Co	20,000
Roblin & Armitage	3,000
Dines & Cleveland	25,000
Total	631,000

EMERSON BRANCH

J Moore	25,000
Ogilvie Milling Co	4,000
R Church	10,000
Donaldson City O Agnew & Co	20,000
J J Adams	30,000
N T Gray	3,000
J McVicar	5,000
L W Griffith	25,000
Ogilvie Milling Co	10,000
J Thomson	5,000
Total	117,000



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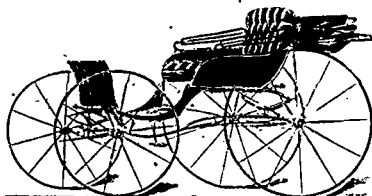
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174-176 Market Street, Winnipeg.



*Fort Garry in 1859.*

Engraved from a Photograph by Mitchell, Winnipeg, taken from an old Yastig.

The exact location of the first trading post established near Winnipeg is a matter of dispute, but at the junction of the Red and Assiniboine Rivers, on the south side of the latter, is the location generally allotted to old Fort Rouge or Red Fort, and from that the suburbs of Winnipeg, south of the Assiniboine, now takes its name. Some authorities, however, assert that it stood on the north bank of that stream. This Fort was owned by the old French Trading Company and was in existence in 1734.

As early as 1804 the Hudson's Bay Company had a Fort on the site of the late Fort Garry, but at the time of the battle of Seven Oaks (April 1816), the Company's head quarters were at Point Douglas, now in the north end of Winnipeg, and when the Fort was re-built the following year it was located at the same place.

It was not until 1815, that the Fort shown in the above engraving was built, and when in 1816 it was completed, the seat of the Company's Governor was moved there, and here up to 1869 that official held the power of an absolute monarch.

The Fort as built in 1815-6 was from time to time changed and improved in details, but its general appearance from the outside was but little altered, until in 1879 the first invading hand of modern progress seized it and in 1881 it was practically swept out of existence in the work of City improvement, which took place that and the following year.

The above engraving fairly represents the old Fort in its palmy days, when its Governor held the power of life and death in his hands. The little illustration of Old Fort Garry gate, at the beginning of the historical sketch of the City of Winnipeg, to be found in this number, faithfully represents the only relic now remaining of the old institution.

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*The BEST*

**OGILVIE'S HUNGARIAN**

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Royal,  
Glenora,  
Winnipeg,  
Goderich,  
City "A",  
City "B",  
Seaforth

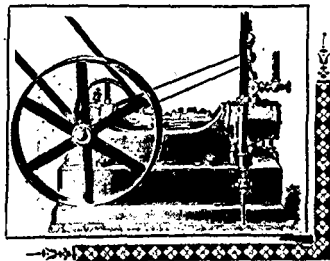
Daily Capacity, 1,800 bbls.  
" 1,700 "  
" 1,200 "  
" 1,000 "  
" 700 "  
" 700 "  
" 400 "



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THE LIFT BRIDGE



OLD FORT GARY BRIDGE

### The City of Winnipeg

Although the Hudson's Bay Company have had a post at Fort Gary, in the southern part of the city, since the year 1812, the history of Winnipeg as a town dates back only to 1870, when Sir Garnet Wolseley crushed the Red Ojibwa rebellion. In the spring of that year the business places in the village of Fort Gary numbered eight, and the total buildings outside of the fort, twenty eight, while the census returns in the fall showed a total population of 216 outside of the military stationed in the place. The manufacturing institutions were a tannery and a harness shop. From this year onward it became a fixed belief among the people of the place that it was going to advance to a city of some importance in a comparatively small number of years, and that Manitoba was destined to be a rich, populous and prosperous Province. Faith in the place soon spread to the east, and in the fall of 1872 the Manitoba Bank established the first branch of a chartered bank, and from this onward eastern capital began to be freely invested in the town and Province.

It is not necessary for us to follow minutely the addition of new industries to the city during the next few years. Sufficient to say that Winnipeg's industrial progress was steady, although not rapid, and in 1874, the year in which the city was incorporated, the number of buildings within her limits was over five hundred, twenty seven of which were occupied by manufacturing industries, over one hundred by mercantile concerns, and the balance as offices, hotels, boarding houses, dwellings and so forth. The population of the city was about three thousand seven hundred and the value of property assessed within its limits \$2,076,018.

Notwithstanding the terrible convulsions that shook the whole monetary system of America and Europe, during the years 1873 and 1874, the year of 1875 opened with bright prospects for the city of Winnipeg and the Province of Manitoba. True it is that foreign capital did not come freely to assist in their development during that year and 1876, but the residents of the

city were now convinced that it had a great future and showed that they had enterprise enough to give material aid in the great work. The number of new enterprises were not so numerous as during 1874, but older business men were for adding to their trade. The most valuable addition to the machinery of business was the establishment of the Ontario Bank branch. The Red River had no passenger and three freight steamboats plying upon it, whereas only one made occasional trips five years previously. The work of city improvement had also been going on apace. That summer a new city hall had been erected and other corporation expenditures added to the price of its construction made a total of nearly \$200,000. The value of the imports at the port of Winnipeg for the year ending June 30th 1875, not including goods from Canada, was \$1,215,309, the exports for the same period were valued for \$688,958 and the duties collected \$171,430.76. The value of assessed property was \$2,792,114 and the population of the city numbered about 5000.

In 1876 the city's progress in commercial and industrial affairs was steady, and that year two floating mills were constructed, which had an aggregate capacity of nearly 100 barrels a day. The population made material gain and the value of property assessed that year was \$3,051,387.

In the year 1877 the first determined efforts for railway communication with the eastern world and through the Province were made, and as early as February of that year the citizens offered a bonus of \$200,000 to any company that would construct a rail way from the city to the western boundary of the Province, but it was not until near the close of the following year that the St. Vincent branch of the C.P.R. connecting with the St. Paul, Minneapolis and Manitoba Rail way was that city was completed and through rail communication to the eastern portion of the continent secured. That year the population of the city increased to about 6,000, the value of property to a little over \$3,000,000. The tax receipts amounted to \$67,478.68 and the civic expenditure to \$55,569.07.

In 1879 progress was very rapid, owing to the impetus which railway communication gave to business and by the close of the year the population had increased to 8,000 and the value of assessed property to \$3,415,065.

During 1880 the city's progress was annually rapid and her population increased with an amazing rapidity, being, at least, 12,000 by midsummer, while the valuation of assessed property was fixed at \$4,006,160. By the

close of the year railway communication was complete to **Rail Portage** on the east and **Portage la Prairie** on the west.

With the year 1881 the famous Winnipeg boom began and the state of inflation reached before its close can be better remembered by those who were resident here than described now that it is past. There can be no doubt but that the city and surrounding country made during that year unprecedented progress of a startling description, and the influx of actual settlers who had come to reside in the West, increased and grew up with it was immeasurably greater than that of any preceding year. The boom therefore, although carried to the most crazy excess, was not a bubble without substance. The energetic manner which the new P. & B. vigorously commenced the work of railway extension, which up to that year had been carried on in a half hearted and irresolute manner by the Dominion Government gave an impetus to the boom and in a few months inflation was at its height, and permeated every branch of business more or less. Prices of goods in mercantile lines were inflated as well as real estate and money seemed to purchase very little of anything. Before the close of the year the city's population had increased nearly 20,000, some 5,000 of which were floating elements, attracted by the speculative mania.

And index to the enormous increase in the general business of the city is to be found in the following statistics, which we take from a work published early in 1882, entitled "Winnipeg and her Industries."

Chartered bank branches in city 7.  
Loan companies doing business 8.  
Manufacturing concerns 29.  
Whole sale mercantile concerns 50.  
Retail 170.  
Miscellaneous trading 104.

Value of real estate, land, stock, &c. in the city and Province, 1881	\$10,000,000
Value of real estate, land, stock, &c. in the city and Province, 1880	\$8,000,000
Value of real estate, land, stock, &c. in the city and Province, 1879	\$6,000,000
Value of real estate, land, stock, &c. in the city and Province, 1878	\$4,000,000
Value of real estate, land, stock, &c. in the city and Province, 1877	\$3,000,000

Although with the opening of 1882 the inflation in real estate collapsed, that year was by no means one of depression in Winnipeg. Quite a large number of mercantile and manufacturing undertakings were set on foot in the city and the floating population seemed during the summer rather to increase than decrease so much so that in the month of July there were over 23,000 persons in the city and several thousands of these lived in tents during the summer months. The resident population and number of business concerns had increased so rapidly during the fall and winter of 1881 that people were contented and in many cases thoughtful to carry on business and reside in shod like build-

ing many of which could scarcely be rented now for stables. With the opening of spring, 1882, the work of constructing buildings of a more substantial nature commenced in earnest, and they did not require to be built on speculation, as the majority of them were leased by intending tenants before construction had proceeded very far and sometimes before it had commenced. The real estate boom was thus succeeded by something like a building boom, and there were still many persons living in the city who firmly believed that the collapse of the former was only temporary, and that a return of inflated prices was only a matter of a few months or a year at most.

The rapid construction both eastward and westward of the Canadian Pacific railway also brought a large footing, and by no means impetuous, population to the city, so that altogether in 1882 was by no means a dull year in mercantile circles, and, could reliable figures have been reached, it would no doubt have shown an aggregate of business done fully as great as that of 1881. Still the state of trade was far from being healthy. Inflation permeated its every branch, and the cost of living was so high that shrewd business men could see plainly what a revolution was necessary before a normal state of affairs could be reached. Hundreds of immigrants were weekly passing through the city to seek homes on the prairie farther west, but its reputation for extortionate charges had been told and magnified to them, and they passed through it as rapidly and with as little delay as if it were a plague-stricken district through which they must pass but in which they need not linger.

The business done in the city may be guessed at, if not reached, by the Customs statement of imports and duties collected which was as follows:

1882	
Goods imported (dutiable)	\$6,592,154 00
Do (free)	1,740,280 00
Total imported	\$8,332,434 00
DUTIES COLLECTED	
Goods entered for consumption (dutiable)	\$7,434,211 00
Do (free)	1,908,220 00
Total for consumption	\$9,342,431 00
Duties collected	\$1,502,446 98
Goods entered for re-shipment	\$72,931 70

Notwithstanding these figures, symptoms of the coming reaction was felt towards the close of the year. A number of the smaller business men of the city found themselves hopelessly tangled with real estate speculations, and when the opening of 1883 was reached, it was found that the year just passed through, unlike the two immediately preceding it, had an insolvency record, there having been in

the city 19 failures, with aggregate liabilities of \$201,000—the figures for the whole Northwest being insolventcies, 28, liabilities, \$290,000.

It would not be out of place to call 1883 the year of crash in Winnipeg's history. As it wore on, the work of separating legitimate trade from speculation progressed, and the process was anything but hopeful to the former. The fact proved itself gradually upon the unwilling minds, that the collapse of real estate speculation was to be permanent, and men who, early in 1882, were ranked as wealthy, entered upon 1883 with bankruptcies staring them in the face.

That contraction should follow inflation is accepted as an axiom of commerce by many, and it was certainly the experience of the city of Winnipeg in 1883 and the city was only an index of the unsafe state of affairs all over the Northwest. When the 1st of April was reached, it was found that there had been 17 failures in the Northwest and nearly one-half of the number in Winnipeg during the first quarter of the year, and the gross liabilities of the 17 exceeded \$400,000. During the second quarter the depression became deeper, and 35 failures were recorded, with gross liabilities of \$596,000. The month of July was entered upon with a dread of panic hanging over the country and business men who were weak financially, soon found it impossible to stand the pressure. Banks and other financial institutions which had encouraged and fostered the reckless inflation of boom days, were now mercilessly exacting in their demands, and many a man, who in a confident state of trade could have weathered the pressure with honor, was forced to insolvency. Nevertheless, the number of men who reached failure through purely trade misfortunes was singularly small, over 90 per cent of the insolvents having succumbed to the pressure of a real estate or other speculative loan. There can be no doubt that a tremor ran through the whole fabric of Northwest trade when the business misfortunes of the third quarter of the year were published, showing 87 failures, with aggregate liabilities of \$1,458,000; and, as before, the city of Winnipeg had its full proportion of this crash. Depression then seemed to have spent its force, and although the last quarter of 1883 was one of great stringency, comparative safety had evidently been reached, and the number of failures dropped to 53, and their aggregate liabilities to \$415,000. The Northwest western failures in 1883 were thus 242 in number, and their aggregate liabilities amounted to \$2,869,000; while the proportion contributed by Winni-

peg was 101 failures, with aggregate liabilities of \$1,750,000.

While trade was making this black record a great revolution had been going on in other affairs in the city. Speculative extortioners had nearly all been swamped in the crash, and rents of business buildings and residences dropped gradually down, until in the opening of 1881 they were at less than half their boom prices. Speculators who had figured upon cornering markets in necessities of life produced at home were sadly disappointed, and the price of almost every commodity included in what is termed living declined rapidly in value, so that 1881 was entered upon with everything connected with trade affairs in a healthy, if not a prosperous state, and as a natural consequence sold, if not rapid, progress was made during the year, as is shown by the following figures, taken from a statistical report of the city's trade as presented to the Winnipeg Board of Trade at its annual meeting, held on February 3rd, 1885:

Trading establishments of every class	\$12
Wholesale mercantile business	73
Retail	604
Manufacturing	187
Wholesale	264
In the city in 1884	
Wholesale mercantile	\$14,211,000
Retail	8,400,000
Manufacturing (contracting and building incl.)	2,665,000
Wholesale	506,000
Total	\$23,882,000
Value of imports	\$17,884,100
Customs duties collected	\$6,518,81

In 1885 business in Winnipeg made considerable progress, although the outbreak of rebellion away in the far Northwest made a bad interruption, and just as the spring was about to open up and the prospect looked brighter than it had done for four years, military preparations for crushing the rising occupied the attention more than business, and completely staggered many branches of trade. For weeks in March and April the sound of the bugle was more familiar than the clang of the hammer; and by the close of the latter month the city had sent to the front some two thousand men as soldiers, teamsters, transport men and other branches of the service. Such an exodus had a very bad effect upon the retail trade of the city, there being so many less to supply with the necessities of life, not to mention the comforts and luxuries.

On industrial affairs the effect was also unfavorable, and so many artisans went to the front, that quite a few manufacturing concerns were practically at a standstill for three or four months.

Of the wholesale trade after the first shock was over, the effect was not so unfavorable, although the lines dependent upon building and contracting suffered severely, as no building

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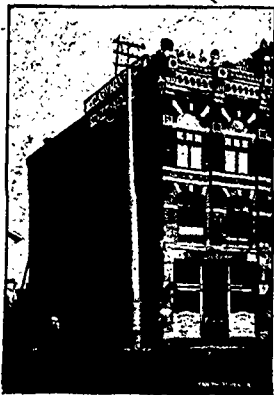
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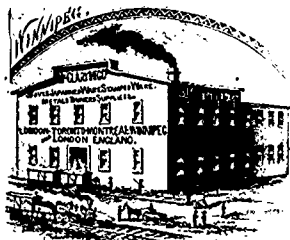


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was undertaken until after midsummer and heavy undertakings of every kind were postponed until after the return of the troops from the front.

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Retail Merchandise  
Manufactures  
Building & Contracting &  
Professional Services

\$12,544,974  
\$1,500,000  
\$100,000  
\$30,000,000  
\$20,000,000  
\$2,500,000

The year 1886 was one of prosperity in Winnipeg, and the following year 1887 the province of Manitoba produced the best and heaviest crop in the history of the country, from which over 10,000,000 bushels of wheat were exported, and the value of exports of every description exceeded \$10,000,000.

From that year the rapid building up of the business portion of the city of Winnipeg commenced and one solid structure after another succeeded the slim frame buildings, which gave the city formerly the appearance of an overgrown village. When in 1890 the census returns gave the city a population of nearly 27,000 and the province of over 150,000, the feeling was general that the day of steady and rapid growth had at last set in. The city had since its incorporation in 1874 almost multiplied its population by ten, and the growth of the vast country tributary to it furnished the very best guarantee that it was destined soon to be one of the largest centres of population in Canada.

Growth during the years 1891 and 1892 has not been rapid in Winnipeg although the work of improvement in the city and building has gone on steadily, until the business portion presents quite an appearance of solidity that indicates stability. The markets of the world for agricultural products have not for seventeen years shown such a state of continued depression, and naturally the capital and commercial centre of an agricultural country has felt the pressure heavily. Still depression brought no business casualties of any consequence, and anything approaching to a panicky feeling is not even talked of. Now that 1892 is just the business people of the city look into the coming year with hope. Markets cannot remain for ever depressed, and already there are signs of recovery on the surface of affairs. The acreage ready for crop as soon as spring opens is much in excess of that of any former years, while the tide of immigration, which was liberal in 1892, promises to be even more so during the current year.

There are no official figures\* to be had as to the aggregate of business done during the year 1892 in Winnipeg. In another place under the heading of Northwestern Business Statistics

will be found a collection of facts and figures regarding the trade of this city at the present time.

## RAILWAY CONSTRUCTION IN 1892.

AVAILABLE WORK DURING THE YEAR.

In a former issue THE COMMERCIAL reviewed the history of the railway construction in Western Canada. At present reference will only be made to the work done during 1892. Some important railway work has been done during the past year, the most important being the completion of the southern extension of the Calgary and Edmonton to MacLeod, and the completion of the branch of the Canadian Pacific to the Souris road region. Work was first commenced on the road to MacLeod in 1891. Another very important matter is the beginning of construction upon a railway which will extend from a point on the main line of the Canadian Pacific west of the town of Regina, to the boundary of North Dakota, where it will connect with a railway running direct to the large cities of St. Paul and Minneapolis, and thence eastward via South St. Marie.

### IN NORTH WEST ONTARIO.

Starting at what may be considered the eastern boundary of Western Canada—the Lake Superior—we first have the Port Arthur, Duluth, and Western Railway. This road upon which construction was begun in the summer of 1890 has now been completed. It runs from Port Arthur, in a westerly direction, to Guntlin, a distance of 91 miles. The western terminus is just within the boundary of the State of Minnesota, the balance of the road being in Canadian territory. The rail way follows the valley of the main Mississippi river, and runs through a country presenting many difficulties in railway construction, which to some extent accounts for the length of time taken in building the road. The territory served by this road is valuable chiefly for its minerals, and also timber iron and silver are the principal minerals. The Guntlin Lake Iron Co. expect to ship 100,000 tons of ore next season. It is expected that the Port Arthur, Duluth, and Western will soon be given connection through to Duluth, by the extension of the Duluth and Iron Range road to Guntlin, a distance of about 50 miles from its present terminus.

### IN MANITOBA.

Coming westward from Manitoba, there has been no very extensive work done in railway construction, but some valuable local links have been completed,

which will prove very convenient to travellers in making connections between the different roads, as well as serving local interests. The link between Deloraine and Napinka, upon which a few miles were graded in 1891, has been completed. This road is about 20 miles long, and connects the Deloraine or Yumbina branch of the Canadian Pacific, which formerly terminated at Deloraine with the South western and Souris branches at Napinka. The Deloraine branch is now under-stood to terminate at Napinka.

Another link completed the past season is in the extension of the South western from its western terminus at Nesbitt to Souris, a distance of about 20 miles. By this extension the South western was connected with the Souris branch of the Canadian Pacific, which runs in a south westerly direction from Brandon to the Souris road region. The Southwestern has now been made the main line between Winnipeg and Estevan in the terminus of the Souris branch. Trains run from Winnipeg over the old Southwestern to Souris, and thence over the Souris branch to road of track. In other words, the Souris branch west of the town of Souris becomes an extension of the South western. The completion of these two links adds materially to the convenience of travellers in passing from one road to another, and obviating the necessity for making long drives, often in disagreeable weather.

Another railway built the past year in Manitoba is the Pipestone branch, by the Canadian Pacific. This new road starts from Montevideo, on the Southwestern or Souris branch, and runs west a distance of 32 miles. This road has been built specially to afford improved railway facilities to a fine section of country, which was previously well settled. Residents in this district had previously to carry their products through to Virden, Oak Lake and other points on the Canadian Pacific main line, to the north, or come east to Souris. The road will be a great convenience to the district served. This concludes the railway work done in Manitoba during 1892.

### IN ASSINIBOIA.

We will first refer to the extension of the Southwestern or Souris branch in Assinibolia territory. This is the same road spoken of in connection with the work done in Manitoba. This road passes into Assinibolia territory east of Gainsborough station. The Souris branch running in a southwesterly direction from the Canadian Pacific main line west of Brandon was extended as far as Oxbow in 1891. During 1892 the road was extended an additional 42 miles, to its present

terminus. Here a town has grown up within the last few months, which has been named Estevan. The completion of the link between Neshutt and the town of Souris as previously noted enables the running of through trains from Winnipeg to Estevan, via the southwestern a distance of 200 miles. This extension to Estevan brings the road into the Souris coal region, and already an important industry has been developed at Estevan and adjacent points in coal mining. This fact renders the completion of the southwestern to Estevan one of the most important features of the year.

In Assiniboia railway work was also commenced the past summer upon a new line of railway, and considerable progress has been made in grading the new road, but no iron has been laid yet. This road will run from a point on the Canadian Pacific main line west of Regina in a westerly direction to the boundary of Dakota. It will connect with the Southwestern at Estevan. At the Dakota boundary it will connect with a direct line of railway for St. Paul, Minneapolis and other points south and east. The road is already completed a considerable portion of the distance across the states of Minnesota and North Dakota, and it is in such shape that it can be rapidly hurried to completion right through to the main line of the Canadian Pacific. The country through which that portion of the road in Canadian territory runs, is not settled to any extent. It is not being built as a colonization road or to serve local interests, but as a link in a through line. The Canadian Pacific handles a large quantity of through freight from and to Pacific coast points, from and to points in the central western and northwestern states. This traffic now goes on via Winnipeg, thence south by the Great Northern railway. The new road will give a more direct route for this traffic.

#### IN ALBERTA

In the territory of Alberta the southern extension of the Calgary and Edmonton railway, from Calgary to MacLeod, has been completed. Construction on the Calgary and Edmonton railway was begun in 1890, and the following year the road was completed to Edmonton, a distance of 192 miles. In the same year—1891—construction was begun on an extension of this road from Calgary southward to MacLeod. The road to MacLeod was completed as far as Mosquito Creek, a distance of 64 miles, the first year, in addition to the grading of a considerable distance beyond that point. During 1892 the road has been completed to MacLeod, a total distance

of 105 miles, 51 of which were ironed last year. The full road, in its northern and southern sections, gives a line of railway 297 miles long, running north and south, and extending from Edmonton on the great North Saskatchewan river, to MacLeod the central town of the ranching territory of southern Alberta. The construction of this railway has turned a large stream of immigration into the country round, particularly toward the northern districts, toward Edmonton. This Alberta railway is the most important colonization road built since the completion of the railway to Prince Albert, in the North Saskatchewan country in 1890.

#### IN BRITISH COLUMBIA

A great number of railway projects have been before the public in this province a few of which will no doubt eventually amount to something more than talk. Our British Columbia editor writes as follows, regarding rail way development in that province during 1892, with prospects for future work.

If a plethora of charters meant anything, British Columbia would soon be a network of railways, but of course a good deal of that kind of thing must be taken *cum grano sales*. However, 1892 was productive of several schemes which give every promise of materializing, and 1893, in all probability, will see a greater activity in actual construction than was ever known since the building of the main line of the C.P.R. Last year the Stuwap & Okanagan which opened up the Okanagan Valley to the world was completed, and the extension of the system to the boundary line within a year or two is probable. The short line of the C.P.R. through the Crow's Nest Pass to the coast has already been commenced, so that is hardly a question of conjecture. A branch line of the C.P.R. from Revelstoke to Arrow Lake and from Nakusp into the Stoean and from Stoean Lake down the Stoean River, to near Nelson has been definitely announced and seems to be necessary in the C.P.R. interests in West Kootenay. Other lines of railway are projected in the Stoean, and from the boundary northward, but what *bona fides* they have to back them up remains to be seen. One line practically under construction is the Nelson and Fort Sheppard, which will probably be completed this year. Speculation is rife in railway charters all through that country, and it would be difficult to predict to what extent they are genuine. On the coast the Victoria Saanich railway is under construction, and as Vancouver has given a bonus of \$500,000 to the Northern

Pacific to extend its line to that city, that will likely be undertaken this year. The C.P.R. has been talking of a line through the Fraser Valley from Vancouver to Chilliwack by way of Ladner's Landing, but how soon THE COMMERCIAL will not venture to predict. The latest and greatest project is the Canada Western, which is intended to take the first proposed route of the C.P.R. from Victoria up the Island of Vancouver to Seymour Narrows, across to Hume inlet and over the mainland to Yellowhead Pass. It is quite unnecessary to discuss all the projects announced and charters secured and applied for. It is the bill of fate already referred to as probable be carried out the province will have no cause to grumble for a year or two.

#### IN CONCLUSION

This gives a very satisfactory showing for Western Canada's progress in railway development during 1892. In Manitoba, the southern half of the province is now well supplied with railway facilities, excepting in the southwest. Even in Manitoba, however, where railway building has been carried on more extensively than any other divisions of the West, there are districts which are in need of better shipping facilities.

Rapid as has been the extension of railways throughout the West, there is a vast region yet to be developed. The immensity of the territory is such, that a thousand miles or so added to the mileage, is only like a drop in the bucket. As for the prospects for railway building in 1893, we will add nothing, but leave the future to develop results, though we may say that among the probabilities of railway construction this year, there is the Duluth & Winnipeg, which is likely to be pushed forward more vigorously. When completed this road will make the third railroad between Winnipeg and Lake Superior. The construction of a railway through the Rocky Mountains, via the Crow's Nest Pass, is also about assured, and there are any number of other railway enterprises in a more or less advanced state.

#### RAILWAY MILEAGE OF WESTERN CANADA,

Miles.

Port Arthur, Duluth and Western.	85
Canadian Pacific, main line, from Port Arthur to Winnipeg.	480
Canadian Pacific, main line, Winnipeg to Pacific Coast.	1482
Pembina Branch to Nopinka.	221
Rosefield to Uretna.	13
Southwestern, Winnipeg to Estevan.	290
Carman Spur.	6
Souris Branch.	16
Pipestone Branch.	32
West Selkirk Branch.	23

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Emerson Branch	66
Stonewall Branch	20
Manitoba Northwestern main line	279
Russell Branch	12
Minnesota to Rapid City	15
Portage Branch, Northern Pacific	35
Morris Brandon Branch do	111
Northern Pacific Winnipeg to Lan- ceton	65
Northern Central	51

Alberta Railway and Coal Co. Dunmore to Lethbridge	100
Alberta Railway, southern line	66
Dynoco Alberta Branch, U.P.R.	247
Calgary and Edmonton	192
Southern extension, do	102
Westminster Southern	41
Westminster Branch, C. P. R. to British Columbia	100
Shawap and Okanagan	9
Mission Junction line	70
Exmouthland and Nanaimo Railway	14
Columbia and Kootenay	28

Grand total, 2,425

This gives only the railway mileage actually completed and in operation, in Manitoba 40 miles of the Winnipeg and Hudson's Bay railway was constructed a few years ago, but has never been operated and is out of repair. It has not been included in the mileage given above. A limited amount of work has also been done on some other roads, but which have not made and defect progress to begin operating. When we consider that all this has been accomplished since we may say the year 1890, except portions of the Manitoba Pacific main line when the first railway was put in regular operation in Manitoba, the Emerson branch, the showing is a remarkable one. Winnipeg which in 1850 was first given railway communication, now has trains running into the city from twelve different lines of railway and branches.

### PAYING TO LEARN FARMING.

Emigrants from abroad have in a fit case been obliged to pay premiums for general instruction in farming in Canada. This is the height of folly. There is no necessity for us deprecating to learn farming in that way and the system is little better than a swindle. Any person who is able and willing to work can secure wages, while learning to farm, in this country. Labor is too valuable in this country to render it necessary to pay a premium to secure a situation on a farm. Those who wish to have some experience before starting out for themselves, can take out with some good farmer and receive fair wages for their services while they are gaining the required experience. To ask any intelligent person to pay a sum to

be allowed a course of training in farming is simply an attempt to take advantage of his ignorance of the requirements of the country.

## Winnipeg Board of Trade.

### FOURTEENTH ANNUAL MEETING,

HELD AT THE CITY OF WINNIPEG,  
ON THURSDAY, JANUARY 27, 1905.

RESOLVED: THE FOLLOWING RESOLUTIONS.

I suppose a meeting of the Board of Trade should perhaps largely be of the retrospective, and that when I say this should not refer to a report on the trade affairs of Winnipeg during the year 1904 as well as to the affairs of this Board and its Council during that year.

To erect a building on the latter would only be to recapitulate much which can be found in the full and exhaustive Council Report compiled by our members and now before you, while reference to the former would be too superficial for a history. It has an aim to fairly represent the state of trade in this city and the various points country tributary to it, as it really is at present and has been during a large portion of the year we have just passed through.

In looking back over the labors of the Board and its Council for the past year it may be acknowledged that much has been accomplished and the result is highly one of activity. The year opened with the appointment of two delegates to represent the Board at the Congress of the Board of Trade and Chambers of Commerce of the British Empire which met in London at the end of the year and for the first time our local representatives in the commercial councils of the great Empire of which we are a part, and in which Congress our delegates, as instructed by you, threw their influence and votes in favor of more intimate trade relations between Great Britain and all her colonies and for the direction of the surplus population of the Mother Country into her colonies, most in need of population, while on other and minor questions they acted in the interests of the country they reside in and have the fir all at stake.

It is beyond doubt a wise policy then to have the trade interests of the Northwest represented at such gatherings from all parts of our great Empire especially when such gatherings meet in Great Britain, where this country has been so much misrepresented in the

past and where those misrepresentations can be best met and the greatest power in their removal brought to bear, through the efforts of actual residents and business men from here.

In referring to this first action of our Board in 1904 I do not intend to speak of every movement made throughout the year. The work done has to be known from the reports presented to the Society and the progress made in the organization of the most important branch of our trade, namely the grain trade, is fully laid out in various reports of the Winnipeg Grain Exchange, all of which for 1904 are made publicly available.

The Board during the year has held twelve meetings and the Council twenty three, while the most important of our committees have organized 1,072 members. In the meetings of Board of Trade and Chambers of Commerce held in London in 1904, we have about doubled the number of members of the Board in practically a year, a great success. There has also been a very busy work done during the year and it seems like a record for industry that the Board of Trade of the year is enabled to compare favorably with the great commercial and manufacturing provinces and ranked among the finest operations in which our enterprise was done for years previously.

It is not over to be made repeat shows that the interest of Manitoba Trade has been well looked after. Its relations with the other world have been only what a wise prudence might expect to be shown by the same work in connection with the Board of Trade Congress in the progress as to the possibility of shipping our grain to Asian markets, the extent in the future of our enterprise, a vote being in the Atlantic seaboard the equal for lower grain freight rates in the Atlantic ports, the work on the interests of a better grain market, the choice of a better job, the freight and commission report on bills of lading and a number of other subjects all of deep interest in connection with the export and import trade of our city and province.

The reports presented show also that the trade arrangements of North-western trade have received much attention and that the policy of the Board has been broad and liberal and continuing its efforts simply to the immediate interests of the city of Winnipeg but covering its influence wherever opportunities afforded in the interests of the whole province and the territories west of here with which we are inseparably linked by mutual ties.



The voice of the Board has been heard and with effect. In the interests of settlers east of here, where progress was blocked for want of road improvement and bridge building, the claims of the Southwest to a better train service have been allocated, the old subject of deepening and improving the Red river, which would be a great boon to all towns on its banks, has not been lost sight of, although the effort seems a hopeless one, the construction of the water power on the Assiniboine river at Winnipeg has also been attended to and now that in an indirect way the pressure of shortage in Prairie and Brandon is felt in the city. In this work, there is some hope of early successful results being reached in many other respects being interested have been carefully guarded but in no way have our purely trade interests been so well served as in connection with this Board's actions regarding insolvency legislation. Unquestionably the prompt and decided action of the Winnipeg Board checked for a time the progress of the Montreal Board's proposed insolvency bill, and since the first session of that Board the West has stood against this unwelcome measure in the interests of Manitoba which, if put in force in this province, the Northwest Territories or British Columbia, will be simply a bill to allow creditors to cut up and squander insolvent estates, instead of dividing them up among creditors.

This Board has shown itself ever ready to use its influence in the interests of our farmers and for the benefit of agriculture in this province and in connection with no matter has it shown itself so plainly, as regarding the growing evil of noxious weed spread. It is to be regretted that the efforts of the Board have not been productive of more practical action on the part of the Provincial Government, in order to reduce this evil to a minimum, if it cannot be entirely wiped out. To the incoming Council this will be a duty imperative, namely, that they continue to press upon our Provincial rulers the necessity for prompt and efficient action for the mitigation of this agricultural pest. It is steadily spreading westward from the Red river valley, and in a few years it will become a much more difficult matter to grapple with than it is at present.

It is unnecessary for me to further refer to what this Board has accomplished during the past year, and it seems like vanity on the part of our retiring President to say much on this subject.

By far the widest field for thought, and careful thought on the part of Winnipeg business men, lies in what this Board has not undertaken as yet,

or has only commenced undertaking without as yet accomplishing anything practical.

Living rights in the gateway of this field are the projects yet to be carried out to make Winnipeg what it ought to be, the great grain centre of the western portion of this Dominion, in which not only the interests of trade in the limited sense, but also the interests of our agriculturists of the North-west will be well looked after, and controlled so far as their marketing and commercial handling is concerned by men here whose interests are also in this country, and so far identical with those of our farmers. The duties of this Board will be complete in the work of organization of the grain-trade, when the last vestige of the meddlesome interference of eastern men is removed from the Dominion's statute books, and the terms on which our grain shall be offered to the outside purchaser shall be dictated from this country.

One step has been taken in this Board during the past year which will accomplish much in the direction above indicated, if it is only carried forward to completion, and that is the establishment of a storage elevator or elevators in this city. An elevator large enough to clean and store in a temporary way the grain required to be sold by sample (instead of by the grade fixed by law and guaranteed by an inspector's certificate) heretofore such grain has been sold by sample, and shipped mainly to the rural millers of the east, and as experience has shown too often refused by its consignee as not up to sample when experience or dishonesty dictated the objection; and doubtless the fact that when the objection was made the grain was already trucked to a rural station of the east, and the Northwestern shipper at the mercy of his dishonest consignee gave strength and safety to the latter to enforce his dishonest sale of creating a reaction from the price at which he had purchased.

In elevators such as here spoken of would put an end to such commercial sneak-thieving, by making Winnipeg the last point at which the object of a "not up to sample" could be placed, and where a competent and unbiased tribunal could decide as to the validity of all such claims as came before it.

With such an elevator and such a tribunal at work, the probability is that kicking-on sample cars of grain by eastern consignees would become as rare as kicking on inspector's grading is at present.

It is to be hoped that now that there is no reason to expect the opposition as in bygone years of the Canadian Pacific Railway Company to elevators

here, this Board will push the matter, and our citizens generally, all if necessary the undertaking by taking stock in a company formed for that purpose, which cannot prove anything but a profitable investment to people looking for such.

I wish I understood that when I refer to those milling sharks of the east, I do not include that portion of our leading millers of the east, whose flour brands are known and relied upon as implicitly by almost every household where Canadian products have a footing as are grain inspectors' certificates in our own country. Such firms and companies are in almost every instance careful with the reputation of their brands of flour certificates as to the high quality of Manitoba wheat from which their products are practically produced. It must be borne in mind that in checking the dishonesty of the other class we are improving the position of the miller of reputation in the east.

The same dishonest class of millers has been brought under the notice of this Board, in connection with the branding of flour made from Manitoba wheat which does not contain a particle of the hard wheat of this prairie land.

The undertaking which if carried out would complete the work of making Winnipeg the first grain centre of Canada is the water power which can be obtained in this city on the Assiniboine River. It seems a matter on the part of enterprise of Winnipeggers, that a water power of several thousand horsepower should have been running needlessly by the city on its way to Lake Winnipeg for so many years without any attempt being made to utilize it. For quite a number of years there has been plenty of talk about the work of construction of this valuable water power, but it has been only talk so far, and that is too cheap a community to accomplish anything in the way of carrying out a project requiring an expenditure in the neighborhood of half a million of dollars.

The combined request of the cities along the banks of the Assiniboine asking it to be declared no longer a navigable stream, may be granted this session of the Dominion's Parliament, and if such be the case the cost of constructing this work will be materially reduced. Whether or not, it is to be hoped that talk will soon be superseded by practical action, and this Board, composed as it is of practical business men, should be in the lead in such a useful and valuable undertaking.

When it is known that by the construction of a dam on the Assiniboine River at this city, and the tapping of

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Lake Manitoba into the river, a water-power one-fourth greater than that at Minneapolis can be secured, and all at a cost of about one million dollars, the mystery is why the work of construction should be so slow in commencing. If this Board can do nothing more, it is to be hoped that it will not keep silence on this matter, but use every pressure for the completion of this great and useful undertaking.

While handling river subjects I may refer to the time honored subject of the improvement of the Red River. We have had one answer given the Board from Ottawa, namely, that the Dominion Government do not intend to undertake the work as a Government one, the estimate of expense being too great. If this decision is adhered to, it will be in order for citizens of Winnipeg to try some other means of accomplishing this much needed project.

The public domain has been given away in millions of acres for the construction of railways throughout the country, and why cannot the improvement of our rivers so as to make them channels of traffic instead of remaining useless shoaly streams, be subsidized by grants from the public lands. If a Government at Ottawa will not undertake that work and expense, then they are in duty bound to subsidize some company which will do so, especially when such subsidy can be given in lands, without touching the annual revenue of the Dominion. This is a subject upon which this Board might well let its voice be heard in tones which would encourage capital to take hold of the undertaking.

Most of us have sneered at the amphibious pathway intended to be made across our Dominion by the Government of the late Hon. Alex. Mackenzie. The policy was a huge blunder as a pioneer one; but now that a railway stretches from ocean to ocean, the utilization of our water stretches becomes a wise supplementary policy, and one absolutely necessary to develop hundreds of thousands of square miles of country rich in natural resources, which will not be otherwise opened up during the next half century, and which probably never can be opened up and made to pay for the cost of the necessary railways. There is no better point at which the supplementary policy can begin, than with the deepening and improving of the Red River, so as to open up Lake Winnipeg to traffic with the cities and towns on the banks of that stream.

There are several other matters yet unaccomplished, in which the voice and influence of this Board can be used with advantage for the city of Win-

ipeg and the Northwest at large, but I will content myself with referring to but one more, and in connection with that one this Board is not blameless on account of its negligence or apathy.

I refer to the question of local taxation. On this question a committee was appointed about a year ago, to investigate and report to the Board again. That report has not been received as yet, and we have done in connection with the question the spectacle of members of this Board, which in years past worked together with such determined unanimity, split up opposing and railing at each other. Such discord is altogether unnecessary, and equally unpardonable. An institution such as this, which embraces in its membership, merchants, manufacturers, bankers, loan company managers, insurance agents and other classes of business men, and whose united membership owns and controls more city real estate, than any other institution in the city, unless it be some organization of purely real estate men, can rarely select from among its numbers a committee representing all interests fairly. Such a committee carefully selected can accomplish more in the way of straightening out and rectifying the anomalous state of Winnipeg city taxation, which now exists, than could an equal number of men selected from any other institution in the city.

Remember, no committee, selected from one side of the Board, with a view of rectifying the grievances of a particular class only, can do the necessary work. A committee fairly representing all classes with interests at stake can do it, and I hope soon to see such a committee at work. The efforts now being made by our City Council I cannot put implicit faith in, and it will be found that this question will require more than one year to bring it close to the just basis of every man paying local taxation in proportion as he enjoys local advantages.

Another subject which has recently engaged the attention of the Board I must refer to, but merit as an introduction to another matter for grave consideration. I refer to the action of the Board in connection with chattel mortgages. The relation between our farmers and loan implement and machinery dealers unambiguously give rise to this action, and a great amount of blame has been thrown upon the latter, the justice of which has been questionable, while they have escaped blame on the very grounds on which it should have been attached to them. The present trouble with our farmers is due almost entirely to the reckless and extravagant manner in which sales of implements were made in past years. Since the opening of 1891, and

particularly in 1892, during which years several implement manufacturing concerns were crowded into liquidation, there has been a marked decrease in the eagerness and recklessness with which implement sales were pushed. If a note be taken of the judgments and mortgages secured even this last fall by implement houses, it will be found that the bulk of them were connected with sales made before 1891, and very few of them are connected with sales made in 1891 or 1892.

In the year 1890, according to a carefully collected and well printed slow compilation of facts and figures, made in connection with my own business as a journalist, the sales of implements through Winnipeg houses alone amounted to over \$2,700,000, while the sales made by houses not having representatives here, must have made up fully the balance required to top \$3,000,000. Is it any wonder, therefore, that agricultural implement payments should prove a burden to our farmers, when the sales of one year aggregate almost one third of the total value of the best grain crop ever reaped and marketed in Manitoba. These facts, and the sight to be seen in every mile of drive through our settled portions of country of valuable machinery left in the open field, to rust and rot by exposure, from it is dispensed with one year, till it is wanted the next, furnish the true index to the present unenviable situation, and until the yearly value of implements sold, in proportion to the value of the crop reaped and marketed, is reduced by one half, a healthy and reasonable state of affairs will not be reached.

An effort at reaching a better state of affairs had commenced on the part of the implement houses still doing business here, before this Board took any action. Let us hope that the action of this Board will stimulate the good effort. Perhaps the proposed legislation asked by the Board might stimulate our farmers to make an effort to curtail their implement purchases, and help on a general reform. It is expecting too much, however, to look for any such movement among a community of struggling pioneers, or to expect much of a movement in a reform which calls for the refusal of credit when offered. It is to be hoped that the reform will progress all the same.

From this last subject I step into the subject of the state of trade in the city and country during the year just passed through, and here again we find on every side an index pointing to the inauguration of necessary reforms, or to the abolition of some existing evil.

The year has been one over which we cannot offer our congratulations, unless it be to congratulate ourselves, that under the terrible pressure under which our new country has been, it has not developed a state of affairs far worse than now exists, which after all is only one of stringency without other perilous dangers.

It is in times of pressure that the weak points of a structure are made apparent, and this new country has had a pressure, which should have teleged and made plain every weak point. After losing a large proportion of the crop of the country in 1891 by fall rains, a danger little looked for and never before experienced in the agricultural history of the Northwest, the crop of 1892 proved a short one in quantity, that is a short one compared with the prolific yield of former years. This crop has been sold under a state of depression in the grain markets of the world as large, such as has not been experienced for nearly twenty years, and has only been experienced twice during the history of grain exporting from this continent.

It would be folly to expect in a new and purely agricultural country a state of prosperity under such circumstances as above, and the wise and prudent course is, to look carefully around and discover, where relief can be had from any pressure under which the industry of agriculture is now burdened. Unfortunately the burdens are plentiful and onerous, though it may require a hard struggle to get relief from some of the heaviest.

One burden already referred to can be greatly alleviated by the wisdom and economy of our people themselves. That is economy in the form of farm machinery and implements, and there is reason to hope that the tide has already turned in that direction.

But the heaviest burdens are imposed from the outside, and none are so irksome and unjust as those being forced upon the people of Canada by commercial combine.

There was a time when combinations to hold up prices were confined almost entirely to specialties most of which were potent goods entitled to a royalty. Now they are formed and rigorously carried out in connection with the commonest staple articles of every day use. In the three staple branches of groceries, dry goods and hardware, the articles which the whole seller is compelled to sell at combine fixed prices, can now be numbered by the hundred, and daily the number is increasing. In almost every instance the price is fixed so as to prevent importing and paying duty, and in some

instances the premium paid over the price in another country is almost ten per cent.

This question of combines is one left by the retiring Council for their successors to bring before the Board for consideration, and if possible to take measures for relief. It is a question on which the Board should give no uncertain sound, for the measure of iniquity in connection therewith is full, pressed down and running over.

Under our present tariff the more rascally combines find a safe pathway to shelter them in their operations. Special, or so called protective tariffs never were, in any country which had an export surplus of food, anything but a burden, and in a new country there are doubts as to whether a tariff as it is called is the parent of combines, and a prolific breeder it has become. Yet amid all the cries for protection coming from jammed eastern manufacturers, we had no advocate of a tariff which would compel the consumer in the east to pay for the product of the agriculturalists of the Northwest one cent more than the export price fixed them at.

In dealing with combines, this Board cannot avoid striking at unjust tariff, and the heavier and more effective the blows dealt, the more faithfully will the interests of this great Northwest be served.

Some political quacks have tried to make us believe that we can get relief by a tariff contest with a neighboring nation more burdened with tariffs than our own country. But no such quackish sophistry will meet our requirements, and the blows of our Board must be aimed at the principle of these so-called protective, but unjust tariffs.

There is a little postscript I have decided to add to this address, since I first snapped it out and committed it to paper. It is about a matter which this Board should deal with during the current year, and it is one which has been forced upon my attention by the unprecedented cold weather of the past month or so. I refer to the fuel supply for the province of Manitoba, and particularly of the city of Winnipeg.

Last spring it was heralded by the Provincial Government, that the great fuel question of the province of Manitoba was settled for all time to come. By a subsidy from provincial resources the C. P. R. company were encouraged to build a branch into the Souris coal fields, and an inf. coal, but at the same time a very useful coal was mined by a company to which certain privileges were also guaranteed. This coal sold first at \$5 a ton delivered in Winnipeg, but eventually settled down to \$4.50, at which it is now selling.

It is only by combinations that we can reach estimates of value and when we compare Winnipeg's fueling equal to \$4 a ton on track to a coal hauled over a local government subsidized road and Fargo, North Dakota, getting the same tons of coal hauled a distance practically the same over a road which received no real state aid, for \$3.25 or 75c a ton less than so far as Winnipeg is concerned the fuel question is anything but a satisfactory one. Brandon has to pay equal to \$3.50 a ton for this coal while Bismark, North Dakota, at about the same distance from the coal fields gets it for \$2 on track. So Brandon has to pay an amount to be satisfied with this new fuel arrangement.

So far as I can gather information on this matter there appears to be but little difference between the freight rates in this province and North Dakota so far as the Souris road is concerned. The mining company at work on this side of the line however have made a lot of little progress in the way of opening up their mines. They are entitled to our season of production we suppose. But we hope that when the next season comes around they will be in a position to materially shade their prices of the winter. This news do this to the operating up of these coal fields can be considered any material benefit to the province and I should suggest, that among other matters the new Council of our Board will give to this important subject the attention to which it is entitled.

Thinking you gentlemen, for your attention to us rather long, and probably div address, and for the courtesy you have shown me during the past year as your President, I resume my seat.

JAMES F. STEEY,  
Vice-President.

### Report of Council.

Winnipeg, 7th February, 1893  
To the Members of the Winnipeg Board of Trade

SIXTYSEVEN. The Council beg to present to you their Fourteenth Annual Report. The following matters received the attention of the Board during the past year:—

#### NEW QUARTERS.

In June Mr. N. Rawliff submitted to the Council an offer to rent the Board and the Grain Exchange, commodious quarters in a building he contemplated erecting at the corner of Princess and Juliana streets, and facing on Market Square. As the rent named was lower and the quarters offered more spacious than those occupied in the basement

of the City Hall Mr. Rawlin's proposal was accepted and possession gained on the 1st of November. On the 12th a formal opening of the new rooms took place, invitations having been sent out to a number of public men in addition to the members of the Board and the Grain Exchange. With President Stern in the chair several minutes and a very interesting address congratulating both bodies on securing such a permanent and commodious quarters as a home. Refreshments were served after the meeting adjourned.

#### BARQUETS

The banquet held in the Manitoba Hotel on the evening of the last annual meeting was an unqualified success. Members and guests to the number of 110 lined the tables, and the after dinner speeches were able and well received.

#### SETTLEMENT OF WAGYAT LANDS

A committee of the Council took up the matter of securing settlers for the vacant lands in the vicinity of Winnipeg with W. C. Van Horne, president of the Canadian Pacific Railway company in May last, asking him if the railway company would assist a local organization in bringing these lands to the notice of intending settlers as a field for settlement. Mr. Van Horne agreed to place any lists of lands for sale in this district in the hands of the principal land officers who would present them in person, asking information on this subject, and would also assist in any other way that the company could in getting those lands settled on. The committee afterwards agreed that, in their opinion, the only feasible way to secure settlers under existing circumstances, was for owners of lands in this district to form a company and place their lands in the hands of an executive to dispose of after a fair valuation had been placed upon them. Since May a company, having in a general way the plan outlined above as their object, has been in operation.

#### WHEAT MEASURING

It having been brought to the notice of the Council that, in cases, flour, ground in mills in Ontario of wheat grown in Ontario is placed and sold in sacks branded "Strong Bakers, etc." and in some instances branded "Manitoba Flour," the matter was, after reference to the Flour Board, represented to the Department of Inland Revenue, at Ottawa, with the request that it be looked into. The Department was also asked for information as to whether such a practice, being an imposition on the consumer, was not illegal under some of the Acts

relating to the adulteration of food, etc. The matter is yet in abeyance awaiting information from the Department.

#### FISH HATCHERIES

In March 1892 the Council hearing that it was in contemplation by the Dominion Government to establish a fish hatchery in Manitoba, communicated with the Department of Marine and Fisheries and urged that the hatchery should be located in this city. Beyond a formal acknowledgment of the receipt of the petition no answer was returned by the Department. The buildings for the hatchery are now in course of erection at Selkirk.

#### INSURANCE OF REGISTERED PACKETS

Correspondence has been held with A. J. Drummond, of Montreal, and the Toronto Board of Trade regarding a proposed system of Government Insurance of registered letters and packets. As present not only is no compensation intended but all the Government agrees to do on registration is that if a packet arrives safely at its destined port of destination it will be taken from some person. As the Government exercises a monopoly in respect to the carriage of letters it is claimed that the sender of a letter by registered post receives but a trifling return for the large fee now demanded. In Great Britain compensation is given by the Government for loss of postage in respect of registered packets according to a table which ranges from a limit of compensation of \$25 on a 4 cent fee, to a limit of \$125 on a 12 cent fee the fees including, in each case, the ordinary registration fee. Additional information is being sought to enable the Council to pass a final opinion on the subject.

#### INTERPROVINCIAL TRADE

In May last the Board of Trade of St. John N.B. requested this Board to join with them in urging the Minister of Customs to collect information relating to interprovincial trade. The Council could not see its way to take this action, as they believed that any accurate or reliable information could only be secured by placing more or less restrictions on trade to obtain the necessary data.

#### MAIL SERVICE ON NORTHERN PACIFIC RAILWAY

Early in March last the Council petitioned the Postmaster-General that better postal facilities be afforded to stations along the lines of the Northern Pacific Railway in Manitoba. Petitions, largely signed by business men and settlers interested, had been forwarded to Ottawa, and the Council was asked to again urge the matter on the attention of the Postmaster-General.

During the summer the mail service was greatly improved and is now meeting the necessities of the day.

As suggested by a resolution of the Brandon Board of Trade, a meeting was called in September of representatives of different Boards with a view of discussing amendments to the present system of grain inspection.

The meeting was duly held, there being representatives from the Boards of Trade at Winnipeg, Portage la Prairie, Brandon, Virden, Muenz, Law, Regina and Morden, with officials of the Canadian Pacific Railway, Northern Pacific Railway and Manitoba and Northwestern Railway. The members of the Western Grain Standards Association (appointed by the Dominion Government) from Winnipeg, Portage la Prairie, Brandon, Wadena, Regina, Port Arthur, Montreal and Toronto, also attended the meeting as visitors.

After a long discussion the following motion was carried:—

That a committee consisting of two delegates from each organization represented at this meeting be appointed to consider the motion and suggestions advanced at this meeting with a view of having the inspection amended if found necessary; the committee to report direct to each body having delegate power.

The following resolution was adopted:—

Resolved:—That this meeting is of the opinion that the grain standards should be made according to the requirements of the Inspection Schedule and that if any treated wheat appears in the samples outlined by the Standard Board, the standards for such should be maintained. It is further the opinion of the meeting that as few grades as possible should be made.

The Committee of representatives met on the following day, and after discussing the inspection system passed the following resolutions for submission to their respective associations:—

Resolved:—That the question of changing the system of inspection to secure more uniformity, and meet the requirements of the Inspection Schedule and that if any treated wheat appears in the samples outlined by the Standard Board, be requested to secure information as to the different systems of inspection at various grain centres on the continent, and the same be referred to the different Boards of Trade in future action.

Resolved:—That the Canadian Pacific railway company be requested to place a scale and other requirements for the purpose of testing of the proper drying or samples, of proper inspection in Winnipeg during daylight, also that a copy of the resolution be sent to the Canadian Pacific railway company authorities.

The data asked for by the Committee is being secured and will be submitted as soon as possible.

The Council referred the report to the conference to the General Grain Committee with the request that the should report as soon as the review inspection systems, prevailing elsewhere, was concluded.



*Lake of the Woods Mills and Elevator Keewatin from Across the River*



*Nelson—Looking Across the Lake*

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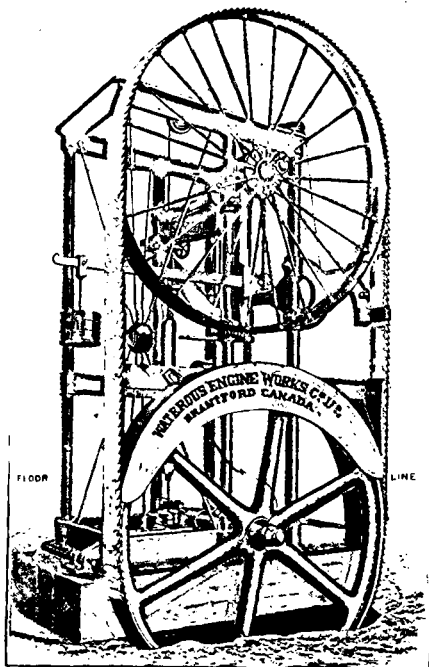
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**WATEROUS ENGINE WORKS COMPANY, BRANTFORD, ONT. WINNIPEG, MAN.**

# STEVENS & BURNS,

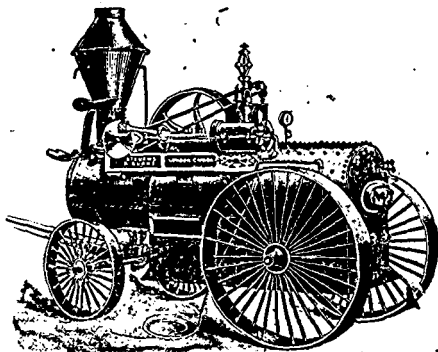
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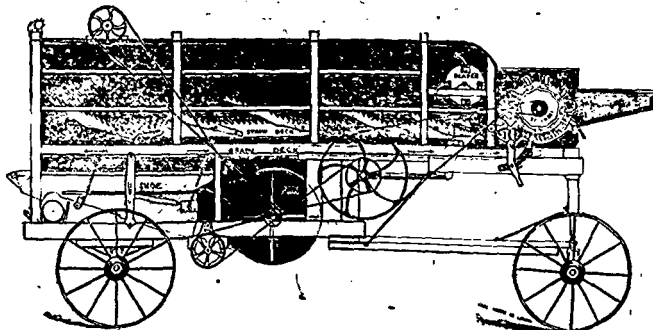
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## **LONDON, Ont. WINNIPEG, Man.**



CHANGES IN THE GENERAL INSPECTION ACT

The General Inspection Act of 1904 was amended by the first session of Parliament by the repeal of the clauses providing that a common Board of Trade should nominate a special delegate to meet and select a sample of produce as the standards by which inspectors should be governed in their grading. The portions of the Act which relate to the selection of standards now read:

Section 10. The Governor in Council may appoint any person as he deems properly qualified for the purpose of causing samples of

articles, the samples distributed and the certificates given by inspectors in relation to such grade, shall be marked "commercial grade."

11. The Governor in Council may reject the standards in this section mentioned, if he deems them to be unfairly or improperly chosen, and he shall forthwith cause others to be chosen in their place by such means as he directs.

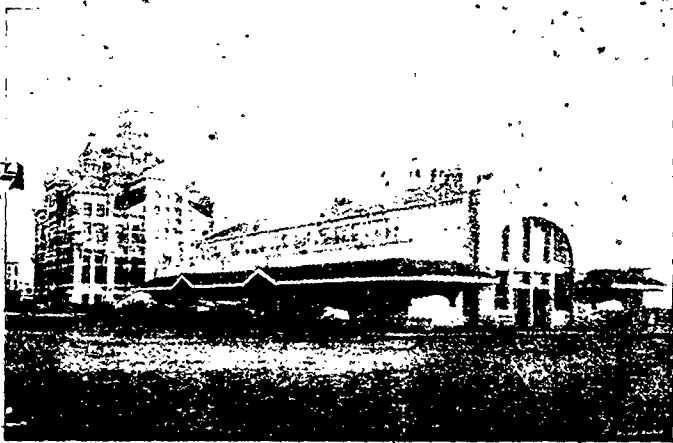
12. The Governor in Council may, from time to time, modify the classification herein after provided for with respect to any article subject to inspection under this Act and such modified classification shall be published in four successive issues of the *Times of Manitoba*, and shall thereupon have like force and effect as if therein enacted.

Section thirty three of the said Act, and section six of chapter six of the Statutes of 1905, are hereby repealed.

that certain arrangements were made that permit of appeals from the grading of grain by the Dominion Inspectors at Port Arthur and Port William being referred to a board of grain examiners resident in Winnipeg. J. W. Thompson, W. Nelson, R. P. Holden, J. Spink and A. Hall of this city are now on the membership roll of the Port Arthur Board and have been elected by their body as their regular board of grain examiners.

REPORT OF THE DEPUTATION

In September last a deputation from the Board had in connection with the Hon. T. Greenway, Minister of Agricul-



THE CITY HALL AND CENTRAL MARKET, WINNIPEG

Photograph by Winnipeg & C. E. Whittier.

any of the articles subject to inspection under this Act, to be standard by which the inspectors of such articles throughout Canada shall be governed is the work of inspectors and the person so appointed shall distribute a portion of such of the standards as chosen to the Councils of the Boards of Trade of the several cities in and for which inspectors of such articles have been appointed, and to such persons elsewhere as are designated for the purpose by the Governor in Council.

2. If a considerable portion of a crop of wheat or any other grain of any province has any marked characteristics which exclude it to the prejudice of the purchaser, from the grade to which it otherwise belongs, the person appointed under the first section of this section may establish a special grade, and choose a sample of such grade to be the standard therefor, and in such case the package

Section thirty four of the said Act is hereby repealed.

Section thirty five of the said Act, sections three of chapter six of the Statutes of 1899, and chapter forty eight of the Statutes of 1901, are hereby repealed.

APPEALS FROM PORT ARTHUR GRADING

At a meeting of the Winnipeg Grain and Produce Exchange held on your August and requested that the Board take up the matter of appeals arising from the inspection of grain at Port Arthur and Port William within the jurisdiction of the Port Arthur Board of Trade. Correspondence was opened with the latter body with the re-

gards regarding the establishing of an Agricultural College for the Province of Manitoba. The deputation urged that Winnipeg, from its being the railroad and educational centre of the province, offered inducements and advantages to students likely to be found with an institution that could not be found elsewhere in the Northwest. The fact that the Dominion Government Experimental Farms at Brandon and Indian Head were both giving valuable results from the cultivation of the light soils of the country proved that the heavy soils of the eastern part of Manitoba should receive atten-

tion in the same direction, and that while immigration was already flowing past the western bounds of this province, nothing has been done to attract attention to the rich heavy soils of the eastern lands, and especially those lying to the east of the Red River, with the end of keeping incoming settlers within the province. It was also pointed out that the superior educational institutions already here would go far to afford the teaching required in the college training, and the staff could be obtained in consequence. One very pertinent idea advanced was that the bulk of the swamp lands owned by the province would be greatly enhanced in value when they were proved to be excellent as to soil by the working up of similar low lands in the eastern districts. Experience has proved that these low lands are the richest in the country when properly cultivated and the establishment of an Agricultural College would call particular attention to this fact.

The Premier, after discussing the subject in detail with the department, promised to give full consideration to the claims and arguments advanced.

#### NEWFOUNDLAND FLOUR TRADE

In February, 1892, the Dominion Millers Association wrote this Board requesting that it should take similar action to the Toronto Board in urging on the Dominion Government the advisability of taking steps to prevent the continuance of the flour trade with Newfoundland being thrown entirely into the hands of citizens of the United States on account of the practically prohibitive duties on Canadian flour imported into the island. According to the request the Council memorialized the Government.

"That pending the settlement of certain existing vested issues between Canada and Newfoundland, the Winnipeg Board of Trade respectfully petition the Dominion Government to take some steps to secure the immediate relief of trade, and with other Boards of Trade, would respectfully suggest that this could best be obtained by the arrangement of a 'Modus Vivendi,' whereby products may be exchanged between the two countries on the old terms, until diplomacy has procured a permanent settlement."

Most of the prominent trade bodies of Canada offered similar suggestions to the Government. It is satisfactory to note that trade difficulties between the two countries have since been removed.

#### FLOUR EXPORTS TO HONG KONG.

In November Duncan McArthur referred to the Council samples of Oregon flour, forwarded from an English merchant in Hong Kong, China, with samples of the sacks used in the trade and prices brought in that market. On referring the samples and

correspondence to the Board of Flour Examiners for consideration the report was as follows:

"In relation to the flour trade with China we beg to report that the samples submitted are ground from soft wheat. The best sample is said to sell in China for \$2.30 per sack of 95 pounds. As the all rail freight on flour from Winnipeg to Vancouver is 70 cents, and the ocean freight 15 cents, it costs \$3 cents to lay down a sack of Manitoba flour in Hong Kong. This deducted from \$2.30, the selling price, leaves but \$1.45 per sack, or \$2.90 per barrel for Manitoba flour in the Hong Kong market, making it impossible for the Manitoba dealers to compete in the Chinese markets."

#### NEW BOARDS OF TRADE

As usual the Board has received many applications for information as to the necessary steps to be taken to form Boards of Trade in this western country. Among the points from which applications have come are Virren, Boisveau, Napanca, Melita, and Wawanaw, Manitoba, Whitecourt and Fort McLeod, Northwest Territories, and Nelson and Kelso, British Columbia. It may be stated that the General Board of Trade Act under which this Board is incorporated is contained in the Revised Statutes of the Dominion of 1886. The Act gives all details of the forms to be complied with in registering with the Secretary of State, and the powers invested in the incorporated boards.

#### REVISED BILLS OF LADING

The Honorable Consul for France in this city forwarded to the Board a proposed form of bill of lading submitted to Boards of Trade by the French Government. The Board considered and returned the principal objection being to certain forms which would prevent the fraudulent negotiation of bills of lading. A committee of the Council reported in favor of the following of the form submitted:

The captain of the above mentioned ship or steamer, acknowledged the bills of lading, all of the same tenor and date, which has been signed and delivered, and one of which only is transferable, this one being accomplished, the others to stand void."

#### CUSTOMS REGULATIONS

Early last year a communication came from the Quebec Board, asking this Board to cooperate in securing some changes in the present customs regulations, some of which it was found could not be adopted.

This Council placed the matter in the hands of a special committee for consideration and they submitted the following report which was endorsed and copies sent to the Government and the Quebec Board:

"Your committee to whom was referred the communication from the Quebec Board of Trade re Customs beg leave to report that they have interviewed Major G. H. Young, Inspector of District No. 2, and Col. Scott, Collector of this port and found these officers willing to

converse freely and give all possible information, but not at liberty to make any suggestions. We found the information so obtained very interesting and valuable.

After due consideration of the communication of the Quebec Board your committee beg to report that there are some points of the same that they could not recommend for your support; but they would recommend that the Board petition the Ministry of Customs to have the Customs Act amended so the regulations connected with the same so as to provide:

1st. That after goods have gone into consumption, no post entry shall be asked except in case of fraud.

2nd. That all orders of Council, Departmental decisions and rulings of the Board of Appraisers as to rates of discount, valuation and rate for duty, whether on goods or on packages, and all decisions regarding packages being liable to duty or otherwise, and if doubtful, the valuation of same, be promptly communicated to the Customs Officer at every port of entry within the Dominion; and that the same be at all times accessible to the public.

3rd. That all decisions of Local Appraisers affecting the value or rate of duty, where found to be incorrect, be promptly communicated through the Board to Customs Officers at other ports, so as to endeavor to make the rate, or amount of duty collected on a given quantity of a given article, as nearly as possible uniform throughout the Dominion, as well as thereby provide a supervision over the work of the Local Appraisers."

The Government advised the Board that due consideration would be given the recommendations advanced.

#### AMENDMENT TO BY-LAW DEFEATED.

A motion to reduce the entrance fee to members joining the Board from \$25 to \$10 was voted on in March, but lost.

#### ASSIMBOINE WATER-POWER WORKS

The matter of the Assiniboine water-power works was considered at a general Board meeting on the 21st December when:

It was Resolved:—In view of the early expiry of the charter in favor of the city authorizing the construction of the Water Power Works on the Assiniboine River, this Board desires to express its opinion that the City Council should take the whole matter into consideration with the view of this great and important work being proceeded with either by the city or a Company, and that as speedily as possible."

A copy of this resolution was forwarded to the City Council, and that body has again taken up the subject with a vigor. Arrangements are being made with the corporations of Portage la Prairie and Brandon for a conference, at the former place, to take joint action in urging on the Dominion Government the advisability of declaring the Assiniboine river a navigable stream, which, if done, will permit of the construction of works without the addition of expensive locks.

#### BOARDS OF EXAMINERS ELECTED

At the general meeting in July, in accordance with the requirements of our by-laws, the following Boards of Examiners were elected, to hold office until July, 1893:

## GRAIN EXAMINERS.

S. A. McLean, G. C. Crowe, W. Martin, D. H. McBean, S. Nairn

## LARD AND MEAL EXAMINERS.

S. Nairn, D. H. McMillan, S. Spink, W. Thompson, C. H. Steele

## WINE AND LIQUOR EXAMINERS.

A. V. (Hawlings) P. Callaghan, W. N. Johnson, J. Bowler, F. Ockenbridge

CONGRESS OF CHAMBERS OF COMMERCE.  
OF THE EMPIRE.

The delegates appointed to represent this Board at the Congress of the Chambers of Commerce of the Empire, on their return presented the following report as below.

*By the Acting President and Members of the Board of Trade.*

In presenting this, our report of our labors as delegates to the Second Chamber of Commerce of the British Empire, held in London from June 28th to July 24th, we have concluded that owing to the fact of a complete verbatim report of the Congress having been published by the London Chamber of Commerce Journal, copies of which can be had by members, only a brief report is necessary from us, and that should relate mainly to matters connected with our own actions while at the Congress.

It proved a very unfortunate coincidence that with the opening of the Congress in London came the announcement of the parliamentary general elections throughout Great Britain and Ireland. It proved unfortunate, because it evidently drew the political parties into questions to be brought before the Congress, which required discussion in the warmest spirit and without the least of party. Thus upon the first question discussed, namely Commercial Relations of the Mother Country and Her Colonies and Possessions, the discussion swung upon pure party lines, and narrowed down to a choice between the following resolutions moved by W. Medley of the London Chamber of Commerce.

"That in the opinion of this Congress any fiscal union between the Mother Country and her colonies and dependencies, by means of preferential duties, being based on protection, would be politically dangerous, and economically disastrous, and that the arrangements which, more than any other, would conduce to an intimate commercial union, would be best self governing colonies adopting, as closely as circumstances will permit, the non-protective policy of the Mother Country."

And the amendment as follows moved by Sir Charles Tupper:

"Whereas the British Empire, covering one-sixth of the habitable globe, with a population of 350,000,000, can amply supply the home market with the productions of every climate at the lowest possible cost, and whereas, a national sentiment of mutual interest and brotherhood should promote more extensive

commercial relations between the Mother Country and its many colonies and possessions, Resolved, That in order to extend the exchange and consumption of the home staple products in every part of the British Empire, a slight differential duty should be adopted by the Imperial and Colonial Governments in favor of the home productions against the imported foreign articles."

The acceptance further on by the mover of the amendment of five per cent as the limit of the differential duty, did not broaden the aspect of the discussion, or draw it out of the political party groove it had taken. The middlemen of London and other seaports who collect the manufactures of Europe, and bring them into England free of duty, hence to be distributed over the eastern and western world, as a natural result stood stoutly against any tariff arrangement likely to interfere with their business; while the bulk of the representatives of the manufacturing districts, who are now feeling keenly the loss of our foreign market after another, and the effects of the McKinley Bill in the United States, stood firmly by the amendment calling for discrimination within the Empire. Owing to the strong political party tinge of the discussion and the great amount of time occupied by Canadian questions, it was not possible to take any prominent part therein, but in keeping with their instructions voted for the amendment, which, on a division in which each Chamber or Board had one vote, was lost by 68 against 33 votes. Evidently there were a number of Irishman votes, for the original resolution was carried by only 47 against 34 votes on a division being made in the same manner. Thus an amendment in favor of trade reciprocity within the British Empire met with the support of one third of the delegates present at the second Congress of the Chambers of Commerce of the British Empire while a motion to that effect could not have found a mover and seconder at the first Congress five years previously. The feeling in favor of such a policy is decidedly growing, and is sinking its roots deep in the manufacturing districts of England where men are feeling the load under which they have to meet competition under the one-sided system of free trade that still clings to Great Britain. A visiting tour made by your delegates through a number of our manufacturing districts of England after the closing of the Congress, added further strong proofs of this latter fact.

"On the question of Boards of conciliation for labor disputes, the factory legislation throughout the Empire, your delegates, as constructed, took no active part, leaving their discussion to delegates from localities where the questions were matters of more immediate interest."

"On the question of the codification of the commercial law of the Empire, your delegates also kept in the background, believing the mat-

ter could be more clearly discussed by representatives of centres, where the value of such a move could be more clearly comprehended, and the results more fully appreciated."

"To the resolution, brought forward by the Sheffield Chamber of Commerce, in favor of the adoption of the Merchandise Marks' Act, the delegates of the London Chamber of Commerce gave their support not only, but they were already in force in Canada, and it having been found a great protection to the consumer as well as to the manufacturer, the only opposition to this resolution came from the British middlemen, who feared the Act, when enforced, would reduce the demand for their wares to be sold direct from manufacturers instead of through British middlemen. Opposition based upon such selfish grounds was not powerful, and the resolution as amended was passed practically without question."

"That in the opinion of this Congress the general interests of the trade of the Empire under the recently drafted Bill that the provisions of the Merchandise Marks' Act should be adopted and actively carried out in all British colonies and dependencies in the same manner as has produced such beneficial results in the Mother Country."

"On the subject of Bills of Lading Reform your delegates supported the following resolution moved by Mr. A. Nathan, of the Auckland Chamber:

"That the Congress desire to urge upon Her Majesty's Government the expediency of directing the Board of Trade to apply or stipulate carrying goods or merchandise where a through bill of lading has been given, shall each or any of them be deemed to be contracting parties thereto, and shall be held liable, and be responsible to the consignee for any loss or damage that may arise during the transmission of said goods to their destination."

"The discussion of this article showed that the shipping interests of Great Britain was now a well organized and formidable body, which did not seem to be in any way lessening its claims of shipping and consignees, and no longer a purely parliamentary influence which made its power most dangerous. Your delegates naturally supported the resolution which would clear the responsibility of common carriers, and leave the smallest loophole for escape therefrom. They found that in the above resolution.

"On the subject of Emigration and Colonial Union Sir Frederick Young, K.C.M.G. introduced the following after Mr. Pitty and completed the following resolutions:

"That colonization, which equally desirable as an outlet for our overgrown population and for the development of the colonies, can be carried out most successfully by individual energy and enterprise and private enterprise supplemented by state aid."

"Sir Frederick supplemented the resolution with a strong speech in favor of directing the surplus population of Great Britain into British colonies, and your delegates took strong ground in the same direction, besides advising great care in the selection of settlers for the trade, facilitate commerce, and render unobscure and satisfactorily carried by the Congress."

"The following resolution in favor of a decimal system of currency, weights, and measures was moved by Mr. Rowland of Lowestoft:

"That the introduction of a decimal system of weights, measures and money is urgently needed, in order to increase our foreign trade, facilitate commerce, and render elementary education more effective and less expensive."

"There was some free discussion upon the resolution of currency, weights, and measures introduced upon the Canadian dollar being based on which to fix currency values. Some English delegates favored the suggestion, but it was not carried, and the measure, and some amendments put forward

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HENRY B. HYDE, - President.

ASSETS OVER - 150 MILLIONS. New Assurance '92, over 200 Millions.

SURPLUS OVER - 31 MILLIONS. Assurance in force over 850 Millions.

THE EQUITABLE Latest Record in Manitoba.

ARCADE'S PALACE,  
ST. BONIFACE, MANITOBA,  
January 20th, 1893Messrs. BROPHY & BROUGHALL,  
GENERAL MANAGERS,  
EQUITABLE LIFE ASSURANCE SOCIETY,  
WINNIPEG.

DEAR SIR,—

Re *Horace E. Belanger, Chief Factor, Hudson's Bay Co.*

I have much pleasure in acknowledging the receipt of the Society's cheque for \$19,151.29 in payment of policy No. 257,198 for \$30,000.00, which the late lamented Chief Factor held in the Equitable Life. I think my best way to mark my appreciation of the extraordinary generosity and fair dealing of your Company is to simply give the facts of the case.

Mr. Belanger took out this policy in 1883, and as he then and afterwards resided at Hudson's Bay Co. posts remote from civilization, he arranged to pay his annual premiums through a friend, with whom he kept funds for that purpose. These premiums were duly paid, and Mr. Belanger in his far northern home felt secure in the belief that when death came his large family of young children were provided for. Everybody in Manitoba knows of his sad death by drowning on 1st October last, together with young Stanley Simpson, also of Hudson's Bay Co. Your Company were notified of the death, when to my surprise and consternation, I learned that the policy had lapsed some seven months previously, owing to the non-payment of a premium due on the 14th April, 1892.

On investigation it was learned that the payment of this premium had inadvertently escaped the attention of Mr. Belanger's agent. The facts of the case were submitted to your Company, which on being satisfied that there had been no personal default or negligence on the part of the assured, at once agreed to pay the claim in full, less only the amount of the last unpaid premium.

The cheque above referred to was issued the day the completed proofs of death reached the head office at New York.

I am as fully at liberty to publish this letter, as I strongly feel that the unparalleled liberality and prompt business methods of the Equitable Life should be known.

I am,

Yours very truly,

G. CLOUTIER, Priest.

Guardian of the children and one of the Executors of the late Horace Belanger.

W E SANDFORD MRO &amp; Co

WINNIPEG, 25th JAN., 1893

Messrs. Brophy &amp; Broughall, Winnipeg

DEAR SIR,—

I am very pleased to place in writing the appreciation I have already expressed to you personally of the very prompt manner in which the "Equitable" paid the insurance of the late C. F. Church.

Your cheque was not only the first handed in but was obtained with the least trouble and at absolutely no expense.

Yours very truly,

R. T. RILEY

MULACH &amp; ROBERTS,

HARRISON, ALBERTA, ETC  
400 Main Street

W. HARRISON, M. L. G. C. T. ROBERTS

WINNIPEG, MAN., 31 Dec., 1892.

A. H. CORELLI, Esq.,

DISTRICT MANAGER,

EQUITABLE LIFE ASSURANCE SOCIETY

DEAR SIR,—

Acting on behalf of Mrs. Neelands I beg to acknowledge receipt on the 20th day of November, 1892, of the Equitable Life cheque for \$2,531.40 in full settlement of the Policy No. 519,084 on the life of the late H. E. Neelands, Druggist.

This policy had been in force only 18 months. The deceased had other insurance, but your Company (in strong contrast to the action taken by the other company which has not yet paid the insurance) was the first to pay the insurance money and I cannot speak too highly of the manner in which I was facilitated in the completion of the proofs of death, etc. I met with neither difficulty nor delay in satisfying your Company's requirements which are of the simplest kind, and the claim was paid at once on receipt of these proofs.

Yours truly,

J. T. ROBERTS,

Four-fifths of the death claims are paid the same day the proofs are received at the Head Office.

For rates and information as to the Society's plans, apply to the nearest Local Agent, or to

OR TO

**BROPHY & BROUGHALL,****A. H. CORELLI,**

District Manager,

15 McIntyre Block, Winnipeg.

General Manager for Ontario, Manitoba,  
N.W.T. and British Columbia.

were voted down. Your delegates approved the original resolution and amendments, by the acceptance of the same, as broad and clear in principle, and leaving no light to be cast, all details for statement and legislators to arrange. The resolution was carried.

"The original resolution in favor of direct telegraphic communication throughout the Empire being withdrawn, the only other subject of great importance was that of an Imperial system of penny postage, and to a resolution in favor of such your delegates gave a firm support, although it might have been division in Canadian ranks upon this matter, one delegation being over cautious about the difficulties such a move would bring upon the Canadian Government. This proposition did not develop into an amendment, and the following original motion was unanimously passed.

"That in the opinion of this Congress the establishment of a uniform penny rate of postage between the Mother Country and her colonies and dependencies would not only tend to promote trade and freedom of intercourse throughout her Majesty's Dominions, but would, in an eminent degree, foster and extend the cordial relations which at present exist between the various parts of the Empire. This Congress therefore respectfully urges Her Majesty's Government to take steps to secure, as speedily as may be, the establishment of a system of uniform penny postage throughout the whole of the British Empire."

"Your Delegates take this opportunity of expressing their appreciation of the Board's wisdom in sending representatives to the Congress, and their desire for the maintenance of such gatherings, not merely for the power they may exercise in the furthering of selfish interests, but for the knowledge of the colonies and colonies for the means of conveying to the British mind, besides the removal of any misapprehensions of the Old Land imbued by the colonial mind. In fact such gatherings are more likely to result in true unity than can be reached by any other means within reach of both Britain at home and Britain in the colonies. We also desire to express our gratitude for and admiration of the magnificent arrangements made for the reception and entertainment of delegates to the Congress by the London Chamber and their friends, which could not but feel that was very welcome, and as we looked upon the delegates from every clime in this globe, comprising the sheep shorned Africa and the diamonds of the East, and as we were welcomed to a grand old Empire, which could afford to discard color lines and all such relics of barbarism, and for the unity of which we most fully live, least and further work and sacrifice if necessary. In short, while we have in no way lessened our desire to be true Canadians, and especially true Manitobans, we have learned that we can be both, and at the same time be true to the grand old Empire, which has laid the foundations and formed the safeguards of the world's true liberty."

"For details of the proceedings of the Congress we thus refer you to the supplement to the London Chamber of Commerce Journal of July 14th. This document, which we now lay before you, is the report of our own labors as delegates, which we respectfully submit for your approval."

JAMES PORTER,  
JAMES E. STEEN,  
DELEGATES.

This report was considered at a General Meeting of the Board and unanimously adopted. A vote of thanks being tendered the delegates for their valuable services. Copies of the full printed report of the Congress can be obtained from our Secretary, a copy having been purchased by the Council for that purpose.

#### HARVEST EXCURSIONS.

At the last Annual Meeting a resolution was passed thanking the Canadian Pacific Railway Company for the assistance tendered the province in arranging excursions from Eastern Canada for farm hands to assist in harvesting the heavy grain crop of 18'91. Mr Van Horne replied—

6th FEBRUARY, 1892.

DEAR SIR—

I beg to acknowledge with much gratitude and many thanks, the resolution of the Winnipeg Board of Trade concerning this Company's action in assisting in providing the necessary farm hands to take care of the immense wheat crop of the Canadian Northwest. I feel sure that the sending of enough men to take care of the crops will be the greatest difficulty Manitoba will have to face in the future, and nothing will give us so much pleasure as helping to overcome it.

Yours very truly,

W C VASHORNE.

Excursions were again arranged last autumn, and enabled a large number of farm hands to arrive last to work in the grain fields.

CHATEL MORTGAGES AND LIEN NOTES.

The Council appointed a committee to consider and report on any changes required in the Bills of Sale and Lien Note Acts. The committee report was amended and adopted at meetings of the Council and full Board was

WINTERED, 17th January, 1892.

"Your Committee appointed 19th December, 1891, to acquire into The General Question of Chattel Mortgage and Lien as they exist in Manitoba, beg to report that they met and considered the Provincial Act bearing on these matters, and would recommend that the Council appoint a delegation to wait on the Provincial Government and urge that the following amendments and alterations be made to Chapter 10 of the Revised Statutes of Manitoba (1891), an Act respecting Bills of Sale and Mortgages of Chattels."

Section 4.—That Section 4, which reads as below, be amended from the Statute Book:

"A Mortgage of Personal Property made, executed and filed in accordance with the provisions of this Act, shall, if therein expressed, bind, comprise and apply to growing crops, and crops to be grown within one year from the date of such mortgage, and shall have the same effect in every respect as if such growing crops, or crops to be grown, were existing at the date of such mortgage."

And that the following provision be substituted therefor:

"That, no Chattel Mortgage shall bind an intended or growing crop until for seed grain, and no growing crop shall be liable to seizure or sale under execution."

Section 7.—That Section 7 (which provides that Chattel Mortgage ceases to be valid after the expiration of two years, unless a copy is filed within thirty days after such expiry), be amended by adding a provision

"That in the event of Chattel Mortgage being taken for an amount exceeding \$200 on a building or growing crop until for seed grain, the same shall not lapse at the expiration of two years, but remain in force until fully satisfied."

GENERAL PROVISIONS.—That the Government

be requested to have provision made in the Act providing that when Chattels under Mortgage are removed from one county to another, that they may be followed by registration or filing in the county to which they may have been removed.

RE LIENS.—The Committee report that, after considering the clauses of the "Act Respecting Lien Notes," they cannot recommend any change.

At the same meeting the following resolution was passed—

RESOLVED.—That the Provincial Government be memorialized that such legislation be had as may be necessary in order to provide that no agreement for the purchase of any chattel shall have the effect of creating a lien or mortgage on any real estate, or be allowed to be registered in any Registry Office, or under the Real Property Act.

#### MIXING OF GRAIN AT TERMINAL ELEVATORS.

In July last the Winnipeg Grain Exchange submitted to the Board a resolution asking for the discontinuance of mixing of grain at terminal elevators.

The Board referring the matter to the Council, the latter after consulting with the General Grain Committee, advised the resolution and a copy was forwarded to the Minister of Inland Revenue. The matter was again brought before the Council by some members of the Grain Committee with a request that their decision be rescinded, but on referring the resolution to the Committee it was returned endorsed by a majority of that body. The Department of Inland Revenue having received similar resolutions from Boards of Trade in Manitoba and Eastern Canada, approved of the principle advanced therein and, instructed the Grain Inspector as to what William accordingly.

Later on in the season the Minister of Inland Revenue forwarded for the information of the Board correspondence sent him requesting that the grades of No 1 White Fife wheat and No 1 Northern might be mixed with No 2 Hard but this step was opposed by the Grain Committee and their objection sent to the Minister.

#### NEW BUILDING STATUTES.

The following resolution passed by the Council was forwarded to the City Council and is now under consideration by the Civic Committee on Works.

"Whereas statistics relative to the buildings erected in this City, and improvements made to those already erected, have always been difficult to obtain and are necessarily more or less imperfect.

And whereas it seems desirable that some reliable and official record be kept of all such buildings and improvements.

Therefore be it resolved That this Board be and they be requested to refer the matter before the Mayor and Council, with the request that should the same recommend itself to them, arrangements be made to carry out the idea."

PUBLIC WORKS IN WINDYMOUTH AND  
BROOKHEAD RIVERS DISTRICT

Last spring the Council received a copy of a petition from residents of Windymouth district asking for the building of a bridge and other public works, and asking the Board to endorse. The petition was endorsed by the Council, and the matter laid before the Provincial Government.

## GRAIN STANDARDS

Under the Amended Inspection Act of last session of the Dominion House the Government appointed N. Bawlt, Chairman, A. McLaughlin, Spink, Wilson, H. N. Peterson, Chas. Braithwaite, Portage la Prairie, K. Campbell, Brandon, John Benson Wolsley, J. D. Sibbald, Regina, W. W. Ostry, Montreal, M. McLaughlin, Toronto, Inspectors F. E. Gibbs, and D. Horn. The Board met on the 7th and 8th October and selected the following standards for grain grown west of Lake Superior viz Nos 1, 2 and 3 Manitoba Hard, No 2 Northern Nos 1 and 2 Frost No 1 and 2 Oats in cases where standards were not selected the inspectors have graded in accordance with the terms of the Act. Samples were secured from sixty-four shipping stations in Manitoba and the Northwest Territories. The greatest possible care was taken to secure samples that would distinctly represent the crop in the different localities. As usual the Standards Board placed the matter of collection in the hands of Grain Inspector Horn and in his circular to collectors that gentleman states:

## RED RIVER NAVIGATION

In February the Council appointed a Committee to again take up the matter of the long-avowed improvements to make the Red River navigable for lake steamers from its mouth to this City. The City Council have also appointed a committee to work in the same direction. A Joint Committee of the representatives of the two bodies was organized. A meeting was had with Hugh J. Macdonald, M.P. and he cheerfully agreed to urge the matter on the attention of the Minister of Public Works and others of the Dominion Cabinet.

Major Rutan, Civil Engineer at the request of the Joint Committee, prepared the memorial which was forwarded by the City Council this and other Boards of Trade in Manitoba, and over twenty of the Municipal Councils in districts bordering on the Red and Assiniboine Rivers.

Copies were also sent to Ottawa and distributed to all members of the Senate and House of Commons through the kind assistance of H. J. Macdonald, M.P.

## QUARANTINE QUARANTINES

In September last the Quebec Board of Trade submitted to this Board for approval a petition to the Honorable the Minister of Agriculture representing the inadequate quarantine facilities existing at Grosse Ile, and urging that improvements be made. The Council recognizing the importance of the request, immediately appointed a committee to secure information and formulate the opinion of members of this Board. The committee prepared the following petition which after receiving the endorsement of the Council was submitted to a meeting of the Board, to which was invited the medical profession of the City. A large number of the members of the Medical Association attended, and after thorough discussion the petition was approved of.

WINDYB, 30th September, 1892.

The Honorable, The Minister of Agriculture,  
Ottawa.

Sir,

The Windy Board of Trade has the honor to respectfully submit the following:

That in view of the reports of the Medical Superintendent of the St. Lawrence Quarantine Service, the International Commission for Inspection of quarantine stations of the American Continent, and the Quebec chief health officer, that the equipment of the quarantine station at Grosse Ile, as at present existing, is wholly inadequate, there being no wharf suitable for the safe and speedy landing of passengers and their effects; no suitable disinfecting apparatus; no proper accommodation for the detention of persons, and no safe and adequate fresh water supply. It has further been reported that Grosse Ile does not possess facilities for a quarantine station that will meet the demands made on it during the existence of a severe and extended epidemic of disease, such as cholera.

The Board most respectfully begs to urge:

1. That a most searching inquiry be instituted, without delay, as to the complete and satisfactory conditions presented by Grosse Ile as the best possible situation for the quarantine station of the St. Lawrence; and if after investigation it should be considered that no other point offers greater advantages, then that such other situation be secured and arranged as a quarantine station, and thoroughly equipped with the most modern and best appliances.

2. That Grosse Ile Quarantine Station, in the meantime, should be provided, as far as possible, with regard to cost, with the most ample and complete wharf accommodation, sanitary buildings, disinfecting appliances, and water supply.

3. That all quarantine improvements and equipment should be approved of by the International Commission on Quarantines.

That all regulations as to the prohibition of immigration from cholera infected ports, time of detection of vessels at quarantine stations, disinfecting of passengers, crews and vessels, and other necessary regulations adopted as precautionary measures, should be of a uniform character in Canada and the United States.

5. That the attention of the Dominion Government should immediately be turned to establishing the most complete quarantine conditions on the Pacific Coast, so that persons, cargo and merchandise entering British Columbia, whether through sea-ports or by land across the International Boundary line, shall, if necessary, be effectively quarantined. The desirability of taking this action was acutely ex-

pressed during the past season, when disease (small pox) was brought into British Columbia from Asia, and disseminated at points through out the central parts of Canada.

On behalf of the Board,

We have the honor to be

Your Obedient Servants,

[Sgd] ANDREW STRANG,

Vice-President

CHAS. K. BELL,

Secretary

Blank copies of this petition were forwarded to Boards of Trade west of and including Port Arthur (Ontario) and in most cases they were signed and sent to the Minister of Agriculture. The following reply was returned from the Minister:

DEPARTMENT OF AGRICULTURE, OTTAWA, October 28, 1892.

GENTLEMEN,

I am directed by the Minister of Agriculture to acknowledge your joint letter of the 30th ult., containing representations in relation to the Quarantine Stations at Grosse Ile and in British Columbia.

The representations contained in your letter, relating to the state of things at Grosse Ile when visited by the International Commission to which you refer are no longer correct, and were caused to be so within three or four days after that Commission left the Island.

Grosse Ile is at present supplied with disinfecting appliances sufficient to sterilize all passengers luggage upon arriving.

I have nothing to inform you as it is the intention to have Grosse Ile fitted up as a Quarantine Station of the first class, with the modern appliances, next spring.

The same action is to be taken in respect to the Quarantine Station in the Strait of Pass, in British Columbia.

I have the honor to be, Gentlemen,

Your Obedient Servant,

H. B. SMALL,

Secretary, Department of Agriculture.

Andrew Strang and Chas. K. Bell,  
Board of Trade, Windy, Man.

Following is a reply received from the Board of Trade at Victoria:

Victoria, B. C., 2nd November, 1892.

DEAR SIR,

I am directed by the President and Members to acknowledge receipt of your letter, dated October 1st, asking this Board to co-operate in urging the Dominion Government to improve the existing Quarantine arrangements through out Canada.

I am to state that this Board has been in communication with the Minister of Agriculture upon quarantine matters since July last; also that a Commission appointed by the Provincial Government, is now taking evidence connected with the outbreak of small pox in this Province during the past season.

Yours faithfully,

F. ELWORTHY

Secretary

The Secretary, Board of Trade,  
Windy, B. C.

Two weeks ago Dr. J. H. O'Donnell, Chairman of the Joint Committee of this Board and the Medical Association was delegated by the Provincial Government to attend, as their representative, a meeting to be held in Ottawa between delegates from the various



JOHN F. HOWARD,  
President

R. L. REASON,  
Manager

J. K. STRACHAN,  
Secretary-Treasurer

# The Winnipeg Jewellery Co.

CLOCKS,  
WATCHES,  
SILVERWARE,  
JEWELLERY,  
OPTICAL GOODS.

Watchmakers' and Jewellers' Findings.  
DIAMONDS and PRECIOUS STONES.

OUR STOCK is complete in the above Lines, and as we are the ONLY Wholesale Jewellery House west of Toronto, we can supply you on Better Terms than Eastern Wholesalers.

We are always willing to send Samples of Goods on application. Address all communications



The Winnipeg Jewellery Co.,

434 and 435 Main Street, WINNIPEG, MANITOBA.

MACKIE'S PURE HIGHLAND SCOTCH WHISKIES,

THE PUREST GOODS MANUFACTURED.

Mackie's Rare Old Special.

The Islay Blend.

Selected Old Lagavulin.

The White Horse Cellar.

These Goods are Supplied direct from the Distilleries in Scotland, and sold to the Trade of the Northwest by all Wholesale Houses.

WHEN YOU WANT PURE OLD SCOTCH WHISKEY, ASK FOR THEM



terior points to have their grain cleaned before it is presented for inspection.

2d. It would enable smutty grain to be sowed and afterwards sold on its merits.

3d. It would enable exporters to accumulate export lots of different grades.

4th. It would afford facilities to the establishment of a better "single grain market" for Manitoba wheat.

5th. It would enable country shippers to secure warehouse receipts, for any quantity of grain forwarded, having attached certificates of grades and weights issued by Dominion Government officials.

6th. It would afford storage for grain in case of an excessive demand for cars at interior elevators, or in case of a blockade.

7th. It would enable shippers to afford official proof of weights to eastern consignees and protect them both from claims re shortage.

### TREASURERS STATEMENT

For the ending 31st December, 1892

RECEIPTS	
To Balance from last year	\$ 500 00
Entrance fees and sub	
scriptions	1502 00
Interest on deposit	18 23
	<b>\$2020 23</b>
DISBURSEMENTS	
By Secretary's salary 1892	\$900 00
Printing Annual Report	
and notices	114 00
Share rent	100 00
Entertainment	54 29
Furniture	33 50
Postage and telegrams	32 34
Carting	20 00
Reports London Congress	18 75
Share, telephone	45 00
Stationery	10 00
Moving expenses and petty accounts	40 25
	<b>\$1385 33</b>

Balance in Bank \$600 40

GEO J MAULSON, Treasurer

Audited and found correct,

J H HOUSSE, Auditors.

D FRASER,

### Manitoba Crops.

Those who know anything about Manitoba, know that it is principally an agricultural country. Nature has marked it out as a country peculiarly adapted to agriculture. There is first a very rich soil, second, remarkable little waste land, and third, a country which requires no preparation for the plow. As to the wonderful fertility of its soil there is no need to enlarge. This has never been disputed. The soil is exceedingly rich in fact so rich, that this feature has been sometimes

considered as a disadvantage. Those who have been used to rough, broken country, are always struck with the vast stretches of grable land in Manitoba. The country is level or gently undulating as a rule and those which cannot be tamed to good account either for grain crops or hay meadow is very small. Small lakes and ponds and running streams are about the only break to cultivators. There are of course wooded areas mostly in the form of bluffs or small patches and clumps of trees, but these can be cleared off if desired, though few people would think it wise to do so, except in districts where a considerable portion of the country is wooded. The prairie country, which comprises a large area, is all ready for the plow, and years of toil in clearing the land to bring it under cultivation, is not known here. A settler can take up land one year and have it all in crop the following spring.

Agriculture is therefore the one great feature of the country, and this has largely taken the line of growing wheat. The soil and climate is peculiarly adapted to the production of a high quality of wheat. The famous hard wheat, which heads the list for its strength and general excellence in milling, here reaches its highest state of perfection. Immediately on the opening of the country to settlement the industry of growing wheat at once took the lead, and it has ever since maintained its position far in advance of all other interests. Other grains do well especially barley and oats which are grown to a considerable extent, and flax is also grown to some extent these four wheat, oats, barley and flax—standing in the order named for relative importance. No other cereal or seed is grown in sufficient quantity to give it an important place as a commercial commodity though some other grains and seeds are grown for local use to a limited extent. Peas is grown to only a very limited extent, though good crops are sometimes obtained of this grain. Some claim that the great richness of the soil tends to mellow and too rank growth in peas. Rye is a productive crop but not largely grown. Corn is grown to cut green for fodder by a few and for local use in its green state as a garden truck. Roots produce enormous crops but are not grown largely as they have no export value. Potatoes have been shipped out in some years to a considerable extent, but the price of potatoes is very irregular and cannot be depended upon to make the crop a desirable one. Manitoba farmers do not feed roots to such an extent as is done in most countries, and as they have no certain shipping

value, they are grown only to a limited extent. Cattle raising and dairying has become quite an important industry in connection with agriculture, and hogs and sheep are, receiving increased attention, but after all these are considered statistically, it only serves to show the great lead which wheat takes over all other features of farming in Manitoba. The following figures taken from the last crop bulletin of the Manitoba department of agriculture show the yield of the principal crop in 1892

Wheat 1650 bushels per acre, oats, 350 barley, 23, potatoes, 200, turnips, 100 bushels per acre, Rye an flax, where grown, produced 20 bushels per acre, and peas 22.16 bushels per acre. Last year is considered as a light crop all around, and the figures are not regarded as a fair indication of an average crop. Following are the figures of average yield of crops for the year 1891, taken from the same source. Wheat, 25.3, oats, 18.3, barley, 35.1, potatoes 180.7 bushels, 355.3 rye, 27.0 flax is not grown to any extent in Manitoba as a crop, as the farmers depend upon the native prairie grasses, which are cut and cured for winter fodder for stock. There is an increasing tendency however, to cultivate fodder crops and depend less upon the wild native grasses of the prairie.

Returning to wheat, the great staple product for export the extension of the industry may be shown by the rapid increase of the crop area. In 1884 the first year in which a record was made of agricultural statistics the total crop area of the province was placed at 490,000 acres. In 1891 it had grown to approximately 1,350,000 acres of which 916,464 acres was in wheat. In 1892 there was a decrease of a few thousand acres in the total area in crop, owing to the fact that the fall of 1891 and the spring of 1892 were both exceedingly unfavorable for plowing. The wheat area suffered a decline of about 10,000 acres last year but this was nearly made up by the increase in other crops. The reason why the decrease in the area was in wheat is explained in the fact that wheat is the first grain sown in the spring, and as the season was unfavorable for early plowing, etc, the decrease naturally occurred in this grain. An increase of 20 per cent or more is expected in the crop area next spring unless the seed time proves a very unfavorable one.

The export grain trade of Manitoba has come into existence since 1880. In 1881, by which time the country had been opened to railway communication with the outside world, the export of wheat were placed at about

250,000 bushels. The following shows the exports for a series of years since and including 1866.

## WHEAT EXPORTS, INCLUDING FLOUR.

Year	Amount
1866	4,000,000 bushels.
1867	108,000 "
1868	500,000 "
1869	4,500,000 "
1870	11,000,000 "
1871	18,000,000 "

Exports for 1882 are not complete yet, but it probably shows some reduction compared with 1881. The total wheat crop of Manitoba for 1881 is placed at 14,454,835 bushels by the official report, to which should be added for commercial purposes the crop produced in the wheat district of Assiniboia territory, adjoining Manitoba to the west.

## WHEAT INSPECTED AT WILHELM.

Year	Amount
1882	1,807,650 bushels.
1881	2,479,000 "
1880	1,133,200 "
1879	2,074,000 "
1878	8,200,000 "
1877	8,001,800 "

Balance of wheat shipped out as flour or was inspected at Fort William.

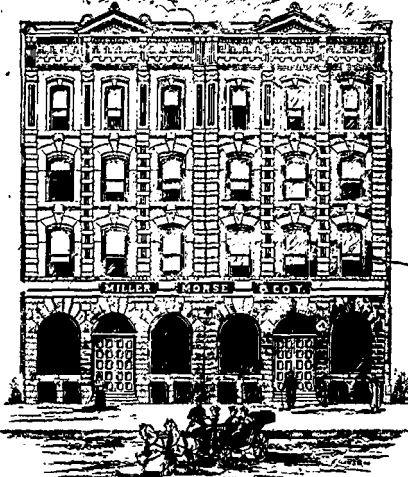
Wheat inspected at Winnipeg for the six months ended Dec. 31, 1882, amounted to 4,754,750 bushels.

## A New Wholesale Warehouse.

About the most important building work done in Winnipeg the past season in the wholesale warehouse line is the large addition to the warehouse of Miller, Morse & Co., wholesale hardware merchants, on Princess street. About five years ago this firm built a very fine warehouse on Princess street, size 33 feet frontage by 100 deep. Into which they moved from their former quarters on Main street. This building, however, has already proved too small to accommodate their increasing trade, and last spring the contract was let to increase the size of the warehouse by exactly double its capacity. This addition has now been completed, and the block as it now stands, is one of the finest in the city. The cut given herewith shows the warehouse complete as it appears at present. The new portion is built on the north side and has the same frontage, and is of the same dimension and style of architecture as the original building. The warehouse has therefore a frontage now of 66 feet on Princess street, and 100 feet deep to the lane in the rear. The solid wall of masonry which formerly formed the outside wall of the original building on the north side, now serves as a fire wall through the centre of the block. Iron doors have been placed in this wall on each floor, which can be securely closed, thus providing a feature of great safety in case of fire. Under these conditions it would be a comparatively easy matter to confine a fire to a portion of the building,

The warehouse throughout is a most substantial as well as a handsome structure. It is built of solid brick and stone, with extra heavy walls and massive supports. The front has an imposing appearance with its massive wall of Selkirk stone, large plate glass windows and handsome entrances. The warehouse is specially designed for the hardware trade, the large stock of heavy goods carried requiring great strength. But while solidity has been the chief consideration, appearance has

and finely fitted up apartment, affording every facility for examining samples of goods. The ground floor of the new portion is used for receiving and shipping goods. A portion of the upper floor is set apart for entry and packing room, so as to keep this part of the work separate from the ware-rooms. The balance of the four floors of the building is filled with the large and varied stock carried of shelf and heavy hardware, including iron and steel, builders hardware, cutlery, guns



not been overlooked, and accordingly the building ranks as one of the most substantial and handsome wholesale warehouses in this city, with its many fine structures of this class.

In the interior arrangement there has been careful study to afford convenience in handling goods, and in passing through the building everything seems to be in order. The office and sample room, which occupies a large part of the first floor in the original portion of the block, is a spacious

and ammunition plated ware, granite ware, pressed ware, and a great many other lines belonging to the hardware trade, altogether making up a very large stock.

The building has all conveniences such as hydraulic elevators, hot water heating system, and other modern attachments to a first class warehouse. Altogether this warehouse is one of those structures which indicates the importance and solidity of the wholesale trade of this young city.

### Unhealthy Feathers.

Feathers are very largely handled as an article of commerce, being frequently sold by the ton, and shipped thousands of miles from sources of supply to markets where they are in demand. In this country there are few houses in which feathers are not used to some extent, usually in the form of feather pillows, and also as feather mattresses, comforters, etc. A great many people buy the raw or uncleaned feathers and prepare them themselves, the cleaning process being more or less imperfect. Feathers contain a large quantity of animal matter, besides dirt and foreign substances which get mixed up with them. The animal matter is contained largely within the quills. Feathers require to be thoroughly cleaned from this animal matter before they are healthy and suitable for family use. This can only be done by quite an intricate process of handling, so that feathers, as they are generally prepared by private parties, are unfit for use.

The Dominion Feather Co has recently been established in Winnipeg, in connection with the tent, awning and mattress factory of D Hope & Co. This company has the cold and hot blast process in use, which it is claimed is the most perfect way of cleaning and handling feathers. It frees the feathers from all dust, animal matter, etc., and makes them thoroughly clean, odorless, and light. The feathers, which at first are matted, come out light, dry and nicely curled. The quills are also separated by this process, and the feathers are classified and separated according to quality, the highest grade being pure white down, and down to the coarsest grades. About a dozen different grades are thus made. The quills are put through another process which makes them valuable for commoner grades of pillows, etc.

The Dominion Feather Co. is said to be the only one in Canada using this process, and they are meeting with a demand for their goods from the east. The feathers are sold in bulk by the pound, ranging from 10 cents up to \$1.50 per pound as to quality. They are also used in various articles manufactured on the premises, such as pillows, comforters, cushions, etc. These are manufactured in various grades including silk and satens, which are very handsome, and also in commoner goods. The comforters are exceeding light, but are claimed to be warm or than most heavy coverings. The finest goods are filled with pure down, including pillowcases, chair seats, &c.

To show that feathers are unhealthy

as often used, it may be stated that the odor coming from them during the renovating process, is almost unbearable.

The company will shortly move to the building on Thistle street, formerly occupied by the Ames Holden Co., where they will have better conveniences than their present location affords.

### Developing the West

A section of country which has come into prominence during the last year or two is that portion of Alberta served by the Calgary and Edmonton railway. The railway between Edmonton on the North Saskatchewan river and Calgary was completed late in the summer of 1891, so that it may be said that the past year is the first in which the country was open for settlement. Already, however, a large number of settlers have gone into the district. The excellent nature of this region has been known for years, and it only required railway development to bring it to the front. Towns have already grown up along the line, the principal points being Olds, Innisfail, Red Deer, Wetaskawin and Edmonton. At the latter place, which is on the North Saskatchewan river, a settlement has existed for years, settlers having gone in via the river route and formed quite a thriving community.

The southern extension of this railway from Calgary to Macleod, was completed during the past season. The principal points along the southern line are Sheep Creek, High River and Macleod. This portion of the road runs through the famous ranching country of southern Alberta. The northern section is better adapted to general farming. A new-process flour mill has been established at Edmonton. There are also saw mills at Edmonton and Red Deer. Coal exists at points along the road and is mined at Edmonton, whence it is shipped to points south as far as Calgary.

The railway has a land grant of 3,000,000 acres of land, which is being disposed of at reasonable prices and terms. Oiler, Hammond & Nanton, of Winnipeg, have charge of the company's land business. They are disposing of the land at \$3 per acre, except land which is in close proximity to railway stations. The terms are one-fifth cash, and nine years are allowed for the balance. That gives settlers a liberal chance to get ahead and own fine farms of their own. A considerable quantity of land has been sold the past season to settlers who came from the State of Nebraska. They are a good class of settlers, possessing some means, and also a

knowledge of west-ern farming modes. The company also owns a number of town sites along the road. In the town town of Wetaskawin, started last July, over 20 lots have already been sold. The company has erected large hotels at the two terminal points—Edmonton and Macleod.

### The Leland House.

For nearly ten years this hotel has been a popular house, under the management of Capt. W. D. Douglas, the lessee, whose name is a guarantee for good treatment with the travelling commercial public over the northern portion of this continent. For a year a series of improvements upon and additions to this house have been going on, and now that they are almost completed, the house from the outside would be difficult to recognize by a person who had been two years absent from the city, and made no attempt at recognition need be attempted.

As stated, this house will be finished with all the work of additions, renovations and refurnishing soon, say about March 15th, and then a more minute description of the house will appear in THE JOURNAL. In the meantime a few facts and figures placed in a condensed form may be of interest to a large number of the readers of this journal.

The Leland has now six floors and a basement, and has about 120 dormitories with aggregate accommodation for about 200 guests. There are general bathrooms on every floor, numbering 20, while fifteen of the bed rooms have private bathrooms connected. On the street floor are the magnificent rotunda and offices with their tiled floor, the reading room, the ladies' entrance and reception room, the elevator, the lavatories, and the bar in the rear. On the second floor are the general and the ladies' parlors, besides a number of private parlors and suites of rooms.

A new feature of the reorganized Leland is the dining room on the fourth floor from the street and the kitchen arrangements on the same level. The dining room is one of the finest in Canada, 96 by 36 feet in floor area, brilliantly lighted and finished off with polished wood floor, wainscoting, pillars and ceiling. At this altitude the guests in their rooms and the parlors will not be annoyed with kitchen aroma, which is a positive nuisance in some really fine hotels.

In this article we can only give a condensed notice of this fine house built after March 15th, when the whole improvements are completed, a full sketch and probably with illustrations will appear in the regular issue of this journal.

### A Large Milling Industry.

The industry which leads all others in Western Canada is that of flour milling. In view of the fact that wheat is the principal production of the soil of Manitoba this is not surprising. Here the famous hard wheat can be obtained in its purity, and close to the base of supplies. The Lake of the Woods Milling Company, established in 1886, is the largest concern engaged exclusively in the grinding of western wheats. The first mill of this company was established at Keewatin, on the main line of the Canadian Pacific railway, east of Winnipeg. This point was selected on account of its splendid water power, while it is also a convenient point for milling, being on the direct line between the great wheat fields and the eastern consuming markets.

Talking with officials of the company, a representative of *The Commercial* was given a few interesting points concerning the business. The Keewatin mill, under its present management, is now working on its sixth crop. It is the largest mill in Canada, the capacity being 2,000 barrels. The mill has been kept right up to the times, and all modern milling improvements are adopted as fast as their value is proved. Two additional 60 inch water wheels are now being put in, made by Kennedy of Owen Sound, Ontario, and with these in place the minimum power at lowest head will be 1,300 horse power. No trouble with ice has ever been experienced, and the flow of water is abundant. In fact, the only trouble is too much water. The Lake of the Woods, which supplies the water, is subject to some variation, and is supposed to reach its highest point in periods of four to five years. Owing to a narrow passage in the Winnipeg river, below the mill, the water rises in the river when the outflow from the lake is very heavy, and backing up, reduces the drop of tail water. The water power is the difference in level between the Lake of the Woods and the Winnipeg river, and in high water it has been found that the river rises two feet to one foot of a rise in the lake. In this way the maximum head of water at the mill, which is 21 feet, has been reduced in extreme high water to 17 feet. This has occurred once in five years.

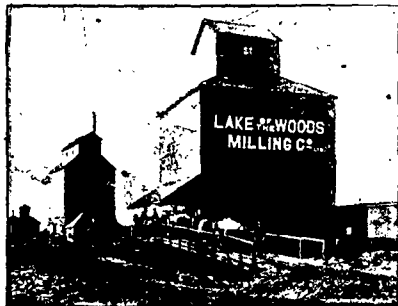
There are two large elevators in connection with the mill at Keewatin, with an aggregate capacity of 700,000 bushels. The receiving elevator is capable of taking in and cleaning 40 cars in a day of ten hours. A cooper shop for the manufacture of flour barrels is also conducted in connection with the Keewatin mill. Flour is put

up in barrels for the maritime province trade, where barrels are preferred to any other style of package. This is the only mill in the west putting up flour in barrels.

In order to increase its facilities and meet the growing demand for its manufactures, the company decided upon a second mill, and Portage la Prairie, 65 miles west of Winnipeg, along the main line of the Canadian Pacific, was selected as the location for the mill. The business of the Portage Milling Company (including a flour mill at Portage la Prairie and elevators, was purchased. The mill building was doubled in size and the machinery replaced with the most modern milling plant obtainable, making practically a new mill throughout, except a portion of the old building. This mill was completed and put in operation in August last. The Portage mill is a

greater than that of any other company in the west. A cut of one of the company's country buying elevators is shown herewith. The cut shows the elevator at Carberry, and is a type of the other receiving elevators of the company as grain buying points. One of the two flour-mills at Keewatin and the Portage mill may be seen on another page in this number.

The principal business office of the company is in the new Board of Trade building at Montreal, where Robt. Meighen, president, and W. A. Hastings, manager, make their headquarters. The company has a large storehouse on the railway connections at Montreal, and a large stock of flour is carried there, so that the eastern trade can be quickly supplied from stock in store there. Geo. Hastings, general-superintendent of plant, buildings and manufacturing, makes his headquarters



compound condensing steam plant, with a capacity of 800 barrels of flour per day. An elevator in connection with the mill has a capacity of 175,000 bushels. The mill is first class in every respect, and produces the same brands of flour as the Keewatin mill.

In addition to the two mills and elevators connected therewith, the company has a large number of smaller elevators at various points throughout the country, erected for the purpose of buying and receiving wheat from farmers. The company has these receiving elevators at almost every point of an importance in the wheat districts. These elevators vary from 20,000 to 35,000 bushels capacity each, and have all been established since 1889. The company's elevator capacity, including the larger elevators in connection with the mills, and the smaller receiving elevators, is now

at Keewatin. The grain buying department is in charge of S. A. McQueen who makes his headquarters at Winnipeg. In connection with the Winnipeg office there is a warehouse for supplying the company's city business here. A McQueen represents the company in Vancouver British Columbia.

The trade of the company extends from ocean to ocean, a large business being done in the eastern and maritime provinces and west through to the Pacific coast. The western trade from Winnipeg to the Pacific is supplied from the mill at Portage la Prairie. The company has done some export trade across the Atlantic, and also across the Pacific Ocean to China and Japan, but its export business has been limited, owing to the fact that the domestic demand has taken about all the flour the mills are capable of

turning out. The outlook for trade across the Pacific, however, is not considered very hopeful, as the cheaper and poorer quality flour of the Pacific coast states now have the market in China and Japan.

### Northwestern Business Statistics.

In the beginning of the year 1880, or about thirteen years ago, the business institutions in the entire Canadian Northwest, outside of Winnipeg and the Hudson's Bay posts throughout the country, did not number fifty all told, and the only point where a dozen concerns were clustered together was at the town of Portage la Prairie. The business institutions in the city of Winnipeg itself at that time numbered only about three hundred, and the largest of these were small, compared with the huge wholesale concerns now doing business there.

With the opening of 1893 the city of Winnipeg has within its limits one thousand and forty-five mercantile places of business, nine chartered banks doing business, and a tenth one about to open, besides a host of loan companies, insurance agencies, land offices and other concerns not to be classified under the heading of mercantile.

The manufacturing institutions of the city inclusive of tailors, shoemakers, small blacksmiths and the conventional host of small mechanical concerns peculiar to a growing city number at this date eighty-six. A few of these will employ nearly one hundred hands mostly skilled labor, and a dozen others employ over forty, and some twenty others over twenty. The remainder employ from eight hands upwards. The eighty-six employ altogether very close upon two thousand, or as much as the entire male adult population of the city at the opening of 1880. Yet this branch of manufacture has been the slowest in growth of all branches of trade.

In the beginning of the year named, there were less than a dozen mercantile concerns in the city, which pretended to do a wholesale business. Now there are nearly two hundred, and over two hundred and fifty commercial travellers represent Winnipeg houses over the country lying between Lake Superior and the Pacific coast.

The association known as the North-west Commercial Travellers' Association was formed in 1882, the meetings at which the institution was planned and its constitution and by-laws drafted, being held at the office of this journal, and but small meetings they were. Now the membership roll of the association foots up to about three hundred.

There can be no doubt but the merchants of Winnipeg have taken full advantage of the city's advantages for a wholesale centre, and at the present time the city ranks about fourth in the Dominion as a jobbing centre, while it can only rank seventh as a centre of population.

The growth of the grain trade in the city of Winnipeg has been something phenomenal. In 1881, the exports of wheat were less than five hundred thousand bushels, while the present year with a short crop promises an export of eleven to twelve millions of bushels, besides several millions of bushels of rough grains.

The grain exchange is now the most important of its class in the Dominion, and has a membership of over one hundred. The transactions on change aggregate more than those of any other exchange in the Dominion, and as yet the business done is free from speculation and margined futures, every transaction being represented by an actual transfer of grain either in store or in transit to the east. Yet this branch of trade is only in its infancy, and the proportions it probably will assume before it is another twelve years old, it hinted at in this article, might be rated as a mighty tall hat speculation.

The point on which growth has been rather slow in Winnipeg is manufactures, and the high price of labor has hitherto been a great barrier to progress in that line. Another barrier has been the fuel supply. That however is in course of solution, and a couple of years will be enough to bring the price of the lignite coal now being mined in the Souris district down to or below three dollars a ton on track in Winnipeg. This is the first season that coal has reached the city, and it already sells at four dollars a ton on track.

But the great stride in the direction of making Winnipeg an industrial centre can be taken by the construction of the water power available on the Assiniboine river at the city. At a cost of from one million to one million and a quarter dollars, this great work with Lake Manitoba as a reservoir can be had, and a water power steady all the year round of seven to eight thousand horse power secured. With this water power constructed it would take Winnipeg comparatively a few years to rise to one of the great-milling centres in the world.

But Northwestern progress during the past thirteen years has been by no means confined to the city of Winnipeg. As stated in the opening of this article outside of the city in the beginning of 1880, there were less than fifty places of business, exclusive of

Hudson's Bay Company posts. Now in the beginning of 1893, there are in the province of Manitoba outside of Winnipeg, two thousand, one hundred and eighty-three mercantile concerns, and in the Northwest Territories one thousand, one hundred and eighteen, which with Winnipeg added makes the grand total for the province and territories four thousand, three hundred and forty-six.

There is but one point, namely, the city of Brandon at which there are over two hundred mercantile concerns, that city having two hundred and twelve, Calgary comes next with one hundred and sixty, Portage la Prairie next with one hundred and forty-one and Edmonton next with one hundred. This list makes up all with one hundred or over. There are other points containing each over over fifty places of business, Regina eighty, Morden sixty-five, Neepawa sixty-four, Prince Albert sixty-one, Virden sixty-one, Souris fifty-five, Carberry fifty-three, Moosomin fifty-two, Melita fifty-one, and Rapid City fifty.

Of towns containing twenty-five and less than fifty places of business there are in the Northwest twenty-eight, and they are as follows: Carman, forty-five concerns, Lethbridge forty-three, Minnedosa forty-three, Moose Jaw forty-one, Emerson forty-one, Manitoba forty-one, Boissevain thirty-nine, Deloraine thirty-nine, Fort McLeod thirty-eight, Oxbow thirty-seven, Glenboro thirty-six, St. Boniface thirty-three, Selkirk thirty-three, Da Appelle thirty-three, Wawahatchee thirty-two, Medicine Hat thirty-two, Treton thirty-two, Hartney thirty-one, Killarney thirty, Gladstone thirty, Stonewall twenty-nine, Oak Lake twenty-nine, Burle, twenty-eight, Alexander twenty-seven, Estevan twenty-five, Whitewood twenty-five, McGregor twenty-five and Pilot Mound twenty-five.

The remaining one thousand, one hundred and fifty-four mercantile concerns in the Northwest are scattered over a host of places none of which contain twenty-five places of business, and quite a large proportion contain only one or at most two stores.

Such are, in as condensed a form as they can be placed, the statistics of business places in the Northwest at the present time, and when it is taken into consideration the small nucleus of 1880 from which growth has gone on to the present proportions, there should be a pause before we indulge in the complaints about slow progress, which we too often indulge in. What will the figures be in thirteen years more? We might ask. Those who live to see those figures will have cause for wonder, if they will only look over the record to date here given.