

FOURTEENTH ANNUAL REPORT

—OF THE—

WINNIPEG BOARD OF TRADE

—WITH THE—

—REPORTS OF—

COUNCIL, TREASURER, COMMITTEES, &c.

Adopted at the Annual Meeting, held February 7th, 1893.

ISSUED BY AUTHORITY OF THE BOARD.



WINNIPEG:

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1893.

WINNIPEG BOARD OF TRADE.

OFFICERS AND COUNCIL.

PAST PRESIDENTS.

Hon. A. G. B. Bannatyne, (deceased)	1879	Kenneth Mackenzie	1884-6
A. F. Eden	1880	J. H. Ashdown	1887
W. H. Lyon	1881	Geo. P. Galt	1888
Joseph Mulholland	1882	Jas. Redmond	1889
C. J. Brydges, (deceased)	1883	R. J. Whittle	1890
		Stephen Nairn	1891
		J. E. Steen, 1892.	

COUNCIL FOR 1893.

F. W. Stobart, <i>President.</i>	A. Strang, <i>Treasurer.</i>
W. B. Scarth, <i>Vice-President.</i>	C. N. Bell, <i>Secretary.</i>
C. C. Chipman, H. S. Wesbrook, Jno. Galt, J. H. Ashdown, K. Mackenzie, Jas. Porter, R. J. Whittle, D. W. Bole, J. H. Howarth, W. D. Pettigrew, S. Nairn, W. Georgeson, G. R. Crowe, A. Atkinson, H. Miller, S. Spink.	

BOARD OF ARBITRATORS.

K. Mackenzie, E. L. Drewery, G. F. Galt, G. J. Maulson, S. A. D. Bertrand,
J. H. Brock, R. T. Riley, S. Spink, Jno. Galt,
Wm. Hespeler, J. E. Steen.

STANDING COMMITTEES.

July 12th, 1892, to July 4th, 1893.

BOARD OF GRAIN EXAMINERS.

S. A. McGaw, *Chairman.*

G. R. Crowe. Wm. Martin. S. Nairn. D. G. McBean.

BOARD OF FLOUR AND MEAL EXAMINERS.

S. Nairn, *Chairman.*

D. H. McMillan. S. Spink. F. W. Thompson. C. H. Steele.

BOARD OF HIDE AND LEATHER EXAMINERS.

E. F. Hutchings, *Chairman.*

P. Gallagher. W. N. Johnson. N. Bawlf. F. Osenbrugge.

GENERAL GRAIN COMMITTEE.

S. Spink, *Chairman.*

W. W. Ogilvie, A. A. Atkinson, N. Bawlf, W. A. Hastings, J. A. Mitchell,
D. G. McBean, S. A. McGaw, G. J. Maulson, E. L. Drewery, J. A. Body,
S. P. Clark, S. Nairn, D. H. McMillan, A. McBean, G. V.
Hastings, F. W. Thompson, Wm. Martin, R. Nairn,
A. P. Campbell, Thos. Gill, W. W. Watson,
D. Horne, J. A. Crowe.

1893.

LIST OF MEMBERS.

NAME	FIRM.	BUSINESS.
Adams, D. E.	Dominion Coal Co.	Local Manager.
Agur, R. H.	Massey-Harris Co.	Agricultural Implements.
Aikins, J. S.	Aikins & Montgomery.	Fin. Agts. and Real Est.
Atkinson, A.	Atkinson & Co.	Grain Dealers.
Alloway, W. F.	Alloway & Champion	Bankers.
Anderson, T. A.	Merrick, Anderson & Co.	Stoves and Hardware.
Ashdown, J. H.		Hardware.
Bathgate, Wm.	Man. Gas & Electric Light Co.	Manager.
Bawlf, N.		Grain.
Bell, C. N.	Board of Trade & Grain Ex.	Secretary.
Bethune, A. B.	Carscaden & Peck.	Wholesale Cloth'g & Furs.
Bertrand, S. A. D.		Official Assignee.
Body, J. A.	Body & Noakes.	Oil Mills.
Boire, H. N.	Banque d' Hochelaga	Manager.
Bole, D. W.	Bole, Wynne & Co.	Wholesale Drugs.
Breedon, H. M.	Bank British North America.	Manager.
Brock, J. H.	Carruthers & Brock.	Insurance, etc.
Brydon, Wm.		Contractor.
Brydges, F. H.	Allan Brydges & Co. Bank'rs.	Vice-President.
Buchanan, D. W.	"The Commercial"	Editor.
Bucknall, J. L.		Wholesale Produce.
Bull, M.	Royal Soap Works	Manager.
Burridge, Jas.	Manager for E. & C. Gurney.	Whol. Stoves, etc.
Campbell, R. J.	Sutherland & Campbell	Wholesale Grocers.
Campbell, A. P.	Campbell & Green	Grain.
Carruthers, G. F.	Carruthers & Brock	Insurance, etc.
Chambers, J. H.	Paulin & Co.	Biscuit Manufacturers.
Champion, H. T.	Alloway & Champion	Bankers.
Chipman, C. C.	Hudson's Bay Co.	Commissioner.
Clark, S. P.	S. P. Clark & Co.	Grain & Commission.
Clements, Geo.		Merchant Tailor.
Colquhoun, A.		Wholesale Liquors.
Crowe, G. R.	H. Crowe & Co.	Grain.
Davis, Jos.	Manitoba Fuel Co.	Lumber and Fuel.

Dingman, Jno. E.	Manufacturers' Agent.
Drewry, E. L.	Redwood Brewery..... Brewer.
Driscoll, J. W.	McClary Mfg. Co..... Manager.
Dwight, L. B.	G. N. W. Telegraph Co..... Superintendent.
Eden, A. F.	Man. Mtg. Co..... Manager.
Elliott, D. K.	R. J. Whitla & Co..... Wholesale Dry Goods.
Erb, Geo. W.	Waterous Engine Co..... Manager.
Fraser, Donald,	Jas. O'Brien & Co..... Wholesale Clothing.
Gallagher, P.	Gallagher & Sons..... Cattle and Meats.
Galt, G. F.	G. F. & J. Galt..... Wholesale Grocers.
Galt, Jno.	" " " " " "
Georgeson, Wm.	Thompson, Codville & Co. " "
Gill, Thos.	..... Grain Dealer.
Gilroy, Thos.	Sun Life Assur. Co. of Can. Manager.
Girdlestone, G. W.	..... Real Estate.
Gordon, C. M.	Gordon & Suckling..... Real Estate.
Griffin, J. Y.	..... Wholesale Provisions.
Harris, J. W.	..... Assessment Commissioner.
Hastings, W. A.	Lake of the Woods Milling Co. Millers & Grain Dealers.
Hastings, G. V.	" " " " " "
Henderson, W. F.	W. F. Henderson & Co..... General Commission.
Hespeler, Wm.	Man. Land Co..... Manager.
Hoare, C. S.	Imperial Bank..... " "
Holliday, J. McL.	..... Commission Agent.
Horn, D.	..... Grain Inspector.
Housser, J. H.	Massey-Harris Co. Agricultural Implements.
Howard, J. F.	J. F. Howard & Co..... Drugs.
Hutchings, E. F.	..... Harn's & Leather Goods.
Johnson, W. N.	W. N. Johnson & Co..... Whol. Leather & Findings
Jones, Hon. L. M.	Massey-Harris Co. Agricultural Implements
Leslie, Jno.	Scott & Leslie..... Furniture.
Livingstone, T. C.	Mutual Life Insurance Co. Manager.
MacArthur, D.	Com. Bank of Manitoba..... President.
Mackenzie, K.	Mackenzie, Powis & Co..... Wholesale Grocers.
McBean, A. G.	McBean Bros..... Grain Dealers.
McBean, D. G.	" " " " " "
McBean, A.	McBean & Son..... " "
McBride, T. J.	Massey-Harris Co..... Agricultural Implements.
McGaw, S. A.	Lake of Woods Milling Co. Millers & Grain Dealers.
McKechnie, Jno.	Vulcan Iron Co..... Superintendent.
McMillan, Hon. D. H.	McMillan Bros..... Millers & Grain Dealers.
Manning, R. F.	Western Coal Co..... Coal and Wood.

Martin, Wm.....	Martin Mitchell & Co.....	Grain and Elevators.
Mathewson F. H.....	Bank of Ottawa.....	Manager.
Mathews, E. W.....	Dun, Wiman & Co.....	"
Maulson, Geo. J.....	London, Can. Loan & Ag'y. Co. "	"
Miller, H.....	Miller, Morse & Co.....	Wholesale Hardware.
Mitchell, J. A.....	Martin, Mitchell & Co.....	Grain and Elevators.
Moffat, Alex.....	Drummond Bros & Moffat.....	Fin. and Ins. Agents.
Morgan, J. G.....	New York Life Co.....	General Agent.
Muir, R.....	Shoal Lake Milling Co.....	Manager.
Nairn, Stephen.....	Winnipeg Oatmeal Mills	Proprietor.
Nanton, A. M.....	Oslar, Hammond & Nanton.....	Financial Agents, etc.
Nichols, W. G.....	Molson's Bank.....	Manager.
Ogilvie, W. W.....	Ogilvie Milling Co.....	Millers & Grain Dealers
Ossébrugge, F.....	.....	Tanner and Furs.
O'Loughlin, M. R.....	O'Loughlin Bros. & Co.....	Wholesale Stationery.
Parsons, S. R.....	Parsons, Bell & Co.....	Wholesale Stationery.
Patton, F. L.....	Union Bank of Canada.....	Manager.
Pettigrew, W. D.....	W.D. Pettigrew.....	Commission.
Porter, Jas.....	Porter & Ronald.....	China and Glassware.
Powis, Ed.....	Mackenzie, Powis & Co.....	Wholesale Grocers.
Redmond, Jas.....	Ames, Holden & Co.....	Whol. Boots and Shoes.
Redmond, E. J.....	Redmond, Greenleese & Co.....	Whol. Hats and Caps, &
Richard, J. A.....	Richard & Co.....	Whol. Liquors & Cigars.
Richardson, R. D.....	.....	Printer and Stationer.
Richardson, C. S.....	.....	"
Riley, R. T.....	Sanford & Co.....	Wholesale Clothing.
Robinson, Cap. W. N. W.....	Navigation Co.....	Manager.
Robinson, T. D.....	T.W. Robinson & Co.....	Coal and Wood.
Rowbotham S. A.....	.....	Financial Agt. & Real Est.
Rubles, M. W.....	Rubles, Riddle & Co.....	Wholesale Fruits.
Russell, Jno.....	Freehold Loan Co.....	Local Manager.
Ruttan, H. N.....	.....	City Engineer.
Ryan, Thos.....	.....	Whol. Boots and Shoes.
Scarth, W. B.....	Can. Northwest Land Co.....	Land Commissioner.
Sharpe, H. E.....	Imperial Oil Co.....	General Agent.
Steen, J. E.....	"The Commercial".....	Publisher.
Stephens, G. F.....	G. F. Stephens & Co.....	Wholesale Paints & Oils.
Stobart, F. W.....	Stobart, Sons & Co.....	Wholesale Dry Goods.
Strang, Andrew.....	Strang & Co.....	Commission.
Spink, S.....	.....	Grain Dealer.
Spera, A. E.....	Cornell, Spera & Co.....	Whol. D.G. & Smallwares.
Sprague, D. E.....	.....	Lumber Mills.

Steele, C.H.....	Hudson's Bay Co.....	Mill Manager.
Thompson, W. J..	Thompson, Codville & Co....	Wholesale Grocers.
Thompson, F. W..	Oglvie Milling Co	Manager.
Turnbull, J. H....	Turnbull & McManus.....	Sash and Doors.
Turner, J. L.....	Turner, Mackeand & Co.....	Wholesale Grocers.
Watson, W. W.....	.....	Grain and Commission.
Webbrock, H.S.....	.....	Agricultural Implements.
West, David.....	Standard Oil Co.....	General Agent.
Whitla, R. J.....	E. J. Whitla & Co.....	Wholesale Dry Goods.
Wickson, A.	Merchants' Bank.....	Manager.
Williams, H. N.....	.....	Insurance Agent.
Wood, Geo. D.	G. D. Wood & Co.....	Wholesale Hardware.



PRESIDENT'S ADDRESS.

To the Members of the Winnipeg Board of Trade:

GENTLEMEN—

I suppose a retiring President's address should partake largely of the retrospective, and that what I say now should include copious reference to the affairs of Winnipeg during the year 1892, as well as to the labors of this Board and its Council during that year.

To treat at length on the latter would only be to recapitulate much which can be found in the full and exhaustive Council Report, compiled by our secretary, and now before you, while reference to the former cannot be of too congratulatory a nature, if they are to fairly represent the state of trade in this city and the vast prairie 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 this Board and its Council for the past year, it must be acknowledged that much has been accomplished, and the record is truly one of activity. The year opened with your appointment of two delegates to represent the Board at the Congress of the Boards of Trade and Chambers of Commerce of the British Empire, which met in London in the end of June last, and for the first time you had your regularly accredited representatives taking part in the commercial counsels of the great Empire of which we are a part, and in which Congress your delegates, as instructed by you, threw their influence and votes in favor of more "intimate trade" relations between Great Britain and all of 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 their all at stake.

It is beyond doubt a wise policy thus 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 1892, I do not intend to speak of every movement made throughout the year. The work done can be best known from the reports presented by the Secretary; 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 1892 are public property already.

The Board during the year has held twelve meetings and the Council twenty-three, while the meetings of different committees have aggregated a large number. In short, the meetings of the Board, Councils and Committees in 1892 have about doubled in number those of 1891, and the attendance at meetings of the Council in particular shows a good average. There has therefore been quite a lot of work done during the year, and it seems like a reward for industry, that the Board at the close of the year should be comfortably located in their present comfortable and commodious premises and released from the dingy apartments in which its business was done for years previously.

A look over the Council's Report shows that the interests of Manitoba trade has been well looked after. Its relations with the outer world have been advanced whenever opportunity afforded, as is shown by the action taken in connection

with the Board of Trade Congress, the enquiries as to the possibility of shipping our flour to Asiatic markets; the efforts in the direction of deepening canals leading to the Atlantic Seaboard, the appeal for lower grain freight rates to the Atlantic ports; the work on the interests of a better quarantine against cholera at Grosse Isle; the enquiry and committee 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 home arrangements of Northwestern trade have received much attention, and that the policy of the Board has been broad and liberal, not confining its efforts simply to the immediate interests of the city of Winnipeg, but exerting its influence whenever opportunity 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 advocated; 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 seemed 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 Portage la Prairie and Brandon is with the city in this work, there is some hope of early successful results being reached. In many other respects home interests have been jealously 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 action of this Board the West has become solid against this

obnoxious bill, framed in the interests of Montreal, but which, if put in force in this province, the Northwest Territories or British Columbia, will be simply a bill to allow officials to eat 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 it 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 of prompt and effectual 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 your retiring President to say much on this subject.

By far the widest field for thought, and careful though 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.

Lying right 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 the Dominion, in which not only the interests of trade in the limited sense, but also the interests of our agriculturists of the Northwest 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 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 by 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 up 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 caprice or dishonesty dictated the objection; and doubtless the fact that when the objection was made, the grain was side-tracked at 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 aim of securing a reduction from the price at which he had purchased.

An elevator such as here spoken of would put an end to such commercial sneak-thieving, by making Winnipeg the last point at which the objection of "not up to sample" could be plead, and where a competent and unbiassed 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, aid if necessary the undertaking by taking stock in a company formed for that purpose,

which cannot prove anything but a profitable investment of people looking for such.

I wish it 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 in almost every market where Canadian products have a footing, as are grain inspector's certificates in our own country. Such firms and companies are in almost every instance carrying with the reputation of their brands of flour certificates as to the high quality of Manitoba wheat from which their products are principally produced. It must be borne in mind that in checkmating 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 as 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 satire on the reputed enterprise of Winnipegers that a water-power should have been running uselessly 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 commodity 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 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 superceded 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 Lake Manitoba into the river, a water-power one-fourth greater than that at Minneapolis can be secured, and all at a cost of 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 estimated 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 Winnipeg 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 now 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 real estate men, can surely select from among its members 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 reaps local advantages.

Another subject which has recently engaged the attention of the Board I must refer to, but merely 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 farm implement and machinery dealers undoubtedly 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 pruned down 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 repre-

sentatives 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 when it is dispensed with one year, till it is wanted the next, furnish the true index to the present undesirable 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 a 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 for the abolition of some existing evil.

The year has been one over which we cannot offer 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 either panic or danger.

It is in time of pressure that the weak points of a structure are made apparent, and this new country has stood a pressure which should develop and make plain every weakness. 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 at 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 item 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 combines.

There was a time when combinations to hold up prices were confined almost entirely to specialties most of which were patent 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

wholesaler is compelled to sell at combined 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 cent 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 most rascally combines find a safe bulwork 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 they are doubly so. Protective 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 pampered eastern manufacturers, we find no advocate of a tariff, which would compel the consumer in the east to pay for the product of the agriculturist of the Northwest one cent more, than the export price fixes them at.

In dealing with combines, this Board cannot avoid striking at unjust tariff, and the heavier and more effectual 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 compact 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 mapped 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 of 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 inferior, 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 comparisons that we can reach estimates of value, and when we compare Winnipeg paying equal to \$4 a ton on track for a coal hauled over a local government subsidised road, and Fargo, North Dakota getting the same class of coal, hauled a distance practically the same, over a road which receives no local state aid, for \$3.25, or 75c a ton less, then, so far as Winnipeg is concerned, the fuel solution is anything but a satisfactory one. Brandon has to pay equal to \$3.50 a ton for this coal, while Bismarek, North Dakota about the same distance from the coal fields, gets it for \$2 on track. So Brandon has even less reason 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 coal is concerned. The mining company at work on this side of the line however, have made as yet but little progress in the way of opening up their mines. They are entitled to one season of probation we suppose. But we hope that when the next season comes around they will be in a position to materially shade their prices of this winter. They must do this before the opening up of these coal fields can be considered any material benefit to the Province, and I would suggest, that among other

matters, the new Council of our Board will give to this important subject the attention to which it is entitled.

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

JAMES E. STEEN.

REPORT OF COUNCIL.

WINNIPEG, 7TH FEBRUARY, 1893.

To the Members of the Winnipeg Board of Trade.

GENTLEMEN :—

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. Bawlf 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 Jemima Sts., 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. Bawlf's proposition 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 Steen in the chair, several members and visitors gave short addresses congratulating both bodies on securing such convenient and commodious quarters as a home. Refreshments were served after the meeting adjourned.

BANQUET.

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 140 lined the tables, and the after dinner speeches were able and well received.

MEMBERS OF COUNCIL RESIGNED.

Immediately after the last annual meeting, Messrs. F. W. Stobart and John Galt, who had been elected to membership on the Council, sent in their resignations. The Council, under authority of our by-laws, thereon elected Messrs. N. Bawlf and W. D. Pettigrew to fill the vacancies.

SETTLEMENT OF VACANT LANDS.

A committee of the Council took up the matter of securing settlers for the vacant lands in the vicinity of Winnipeg with Mr. 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 their principal land officers, who would present them to persons asking information on this subject, and would also assist in any other way that the company could in getting these 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 incorporated.

FLOUR BRANDING,

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 HATCHERY.

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 Mr. A. T. Drummond, of Montreal, and the Toronto Board of Trade regarding a proposed system of Government Insurance of registered letters and packets. At 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 postoffice, a receipt for 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 or damage 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 clear 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 Ry 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 existing.

PROVINCIAL BOARDS EXCURSION.

The Virden Board of Trade invited the co-operation of this Board, in August, with a view to organizing an excursion of the members of the Provincial Boards of Trade and their families, for the purpose of visiting the Toronto Exhibition in September. After some enquiry it was found that no hope could be held out to the Virden Board that any number of our members could attend such an excursion. This fact was communicated to the Virden Board with the assurance however, that if this body could assist in any way in arranging details for the organizers, our Council would gladly do so.

GRAIN INSPECTION SYSTEM CONFERENCE.

In September last the following copy of a resolution passed by the Brandon Board of Trade, was received from that body:—

RESOLVED :—“That in the opinion of this Board the present system of grading is not satisfactory, and that the matter should be taken up by a delegation composed of representatives from the various Boards of Trade in the province to meet at Winnipeg in co operation with the Winnipeg Grain Exchange, to see if some more satisfactory system could not be arrived at.”

Resolutions of a similar character were also passed by the Boards at Portage la Prairie and Virden. As requested, the Grain Exchange called a meeting for the 6th October, and invited all Boards of Trade in Manitoba and the Northwest Territories, with those at Port Arthur and Fort William, to send representatives. The full Council were delegated to represent this Board, and several attended the meeting.

The meeting was duly held, there being representatives from the Boards of Trade at Winnipeg, Portage la Prairie, Brandon, Virden, Moose Jaw, 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 Board (appointed by the Dominion Government) from Winnipeg, Portage la Prairie, Brandon Wolseley, Regina, Port Arthur, Montreal and Toronto also attended the meeting as visitors.

In order to create a discussion the Brandon Board submitted the following propositions:

"1st. That all grain shipped eastward from Winnipeg by the main line of the Canadian Pacific Railway should be inspected at Winnipeg.

2nd. That the inspection should be done by a board of three inspectors.

3rd. That the inspection at Fort William should be abolished, and instead the grain to be binned in the elevators there, on the Winnipeg inspection, a competent person being appointed at Fort William to superintend the binning of all grain, and who would be authorized to give a certificate of each shipment out of elevators, showing the number of bushels of each grade of grain each shipment may be composed of; and that there be no charge for such service."

A prolonged discussion followed, the opinion being general, that, as the Inspection Act now stands, it would be impossible at present to adopt the system outlined above. The railroad officials expressed themselves as opposed to the scheme.

The following motion was then 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 Act amended, if found necessary; the committee to report direct to each body having delegates present."

A discussion arising regarding the proper names to be given such "Commercial Grades" as the Inspection Act provides for, the following resolution was passed:—

RESOLVED—"That this meeting is of the opinion that the grain standards should be made according to the requirements of the Inspection Act schedule, and that if any frosted wheat appears in the samples collected for the Standards Board, the standards for such should be called 'Frosted.' It is further the opinion of this meeting that as few grades of wheat, as possible, should be made."

The visitors were afterwards entertained at a supper by this Board.

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 all branches of the trade is desirable, and Mr. C. N. Bell Secretary of the Winnipeg Grain Exchange, 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 for future action."

RESOLVED—"That the Canadian Pacific Railway Company be requested to provide a switch and other requirements for the purpose of allowing of the proper drawing of samples, and proper inspection in Winnipeg during daylight, also that a copy of this 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 of the conference to the General Grain Committee with the request that they should report as soon as the review of inspection systems, prevailing elsewhere, is concluded.

TRAIN SERVICE TO ESTEVAN.

A resolution passed at a public meeting held in Melita on

the 9th December, 1892, referring to the train service given to that town by the Canadian Pacific Railway, was forwarded to this board with a request that this body take up the subject and urge upon the Canadian Pacific Railway Company the advisability of altering the time table so that passengers would remain over night at Melita instead of at Napinka as at present. A Committee of the Council interviewed General Superintendent Whyte and discussed the matter with him, Mr. Whyte assured the committee that the time table now in force was constructed after thorough consideration of all the interests involved and that at present he could make no change in the arrangements.

CHANGES IN THE GENERAL INSPECTION ACT.

The General Inspection Act of Canada was materially altered at the last session of Parliament by the repeal of the clauses providing that certain Boards of Trade should annually appoint delegates to meet and select samples of products as the standards by which Inspectors should be governed in their grading. That portion of the Act which relates to the selection of standards now reads:

Section 15. "The Governor in Council may appoint such persons as he deems properly qualified for the purpose of choosing samples of any of the articles subject to inspection under this Act, to be standards by which the inspectors of such articles throughout Canada shall be governed in the work of inspection; and the persons so appointed shall distribute a portion of each of the standards so 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 the crop of wheat or any other grain of any one year has any marked characteristics which exclude it, to the prejudice of the producer, from the grade to which it otherwise belongs, the persons appointed under the first sub-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 packages containing the samples distributed, and the certificates given by inspectors in relation to such grade, shall be marked 'commercial grade':

"3. 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.

"4. The Governor in Council may, from time to time, modify the classification hereinafter 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 *Canada Gazette*, and shall thereupon have like force and effect as if herein enacted."

"Section thirty-three of the said Act, and section six of chapter sixteen of the Statutes of 1889, are hereby repealed.

Section thirty-four of the said Act is hereby repealed.

Section forty-five of the said Act, section three of chapter sixteen of the Statutes of 1889, and chapter forty-eight of the Statutes of 1891, are hereby repealed.

SUSPENSION OF PASSENGER TRAFFIC ON FREIGHT TRAINS.

For some time past the Canadian Pacific Railway Company has refused to carry passengers on their freight trains. Great inconvenience to the traveling public is experienced, and especially in the case of commercial travelers this action of the Company is a serious restriction to trade. The Council took up the matter last month and appointed a Committee to secure information, who reported as follows:—

"Your committee have also looked up the matter of train service on the Canadian Pacific Railway, main and branch lines, and are not able to make any recommendation for action to improve the service, except in so far as the withdrawal of the privilege of traveling on freight trains some months since, owing to their being only one train each way per day on most of the main lines and one every second day on branches, the withdrawal of this privilege is a very great hardship in the loss of time and expense to the wholesale trade (outside of the question of any inconvenience to the general public), and this committee feel that the Canadian Pacific Railway Company should be strongly urged to restore this concession under such regulations as may be found practicable in interests of revenue of the road, and the accommodation of the commercial community who do so much to create traffic for them, and should not place the expense they were unfortunately put to over a year ago through an accident as a bar to this.

We find that the Northern Pacific Railway Company and the

Manitoba and North-Western Railway allow traveling on freight trains on thier lines."

A deputation waited on General Superintendent Whyte and presented a copy of the above report, which had been endorsed by the Council. Mr. Whyte stated that the matter was under consideration, but he could not hold out any hope of a change.

ELECTRIC STREET RAILWAY.

The management of the Winnipeg Electric Street Railway to extended to the members of this Board an invitation to be present on the occasion of the formal inauguration of their system on the 5th of September. The President, by invitation, with other gentlemen, delivered appropriate addresses.

APPEALS FROM PORT ARTHUR GRADING.

A deputation of the Winnipeg Grain & Produce Exchange waited on your Council and requested that the Board take up the matter of appeals arising from the inspection of grain at Port Arthur and Fort William, within the jurisdiction of the Port Arthur Board of Trade. Correspondence was opened with the latter body, with the result that arrangements were made that permit of appeals from the grading of grain by the Dominion Inspector at Port Arthur and Fort William being carried to a board of grain examiners resident in Winnipeg. Messrs. F. W. Thompson, D. G. McBean, R. P. Roblin S. Spink and N. Bawlf of this city, are now on the membership roll of the Port Arthur Board, and have been elected by that body as their regular Board of Grain Examiners.

AGRICULTURAL COLLEGE.

In September last a deputation from the Board had an interview with the Hon. T. Greenway, Minister of Agriculture, regarding the establishing of an Agricultural College for the Province of Manitoba. The deputatlon urged that Winnipeg, from its being the railroad and educational centre of the Province, offered inducements and advantages to students, likely to attend such 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 attention 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 intending 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 curtailed 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 district. 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 deputation, 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. Acceding to the request the Council memorialized the Government:

"That pending the settlement of certain existing vexed issues between Canada and Newfoundland, The Winnipeg Board of Trade

respectfully petitions 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.

EXTENSION STONEWALL BRANCH.

Representations were made to the Council in March last, by farmers settled to the northward of Stonewall, that the district was greatly in need of an extension of the Stonewall Branch of the Canadian Pacific Railway. Statistics and data were submitted showing that the areas under crop, and the population, would amply justify the construction and maintenance of an extension for twenty miles to the north. A committee of the Council waited on General Superintendent Whyte, of the Canadian Pacific Railway Company and laid the matter before him. Mr. Whyte afforded the information that the matter was already in the Company's hands for consideration and that he had sent out an engineer over the proposed route, who had reported favorably. Mr. Whyte further stated that as the plans of the Company, as to construction of lines and branches in 1892, had already been determined on, nothing could be done with this extension until 1893. Last month the matter was again taken up with Mr. Whyte, who promised to recommend it to the management on his visit to Montreal.

FLOUR EXPORTS TO HONG KONG.

In November Mr. 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 \$2.36 per sack of 98 lbs. As the all rail freight on flour from Winnipeg to Vancouver is 70 cents, and the ocean freight 18 cents, it costs 88 cents to lay down a sack of Manitoba flour in Hong Kong. This deducted from \$2.36, the selling price, leaves but \$1.48 per sack, or \$2.96 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 Virden, Boissevain, Napinka, Melita and Wawanesa, Manitoba; Whitewood and Fort McLeod, Northwest Territories; and Nelson and Kaslo, 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.

APPLICATIONS FOR INFORMATION.

During the past year a great many applications have been made to the Board for information on a variety of subjects. Correspondence has been carried on with such as the following: The establishment of a bank clearing-house, statistical information regarding provincial trade, imports and exports, crop statistics, the manufacturing of wire beds, soap and starch, agricultural implement works, railway schemes, grain grading and the inspection system, elevator capacity of the country, the establishment of safe deposit vaults, real estate advertising literature, city statistics, &c. A large number of traveling visitors from Eastern Canada, the United States

and Europe have called at the Board's office in search of information relating to Manitoba and the Northwest.

REVISED BILLS OF LADING.

Mr. F. E. Gautier, 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 for their consideration and notation, the principal object being to secure a form which would prevent the fraudulent negotiation of bills of lading. A committee of the Council reported in favor of the following of the forms outlined; viz.:

"The captain of the above mentioned ship or steamer, acknowledges— bills of lading, all of the same tenor and date, which he has 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 was received from the Quebec Board of Trade requesting this Board to memorialize the Dominion Government on the following matters:

"1° That all the customs officers and Boards of Trade in Canada, should be immediately informed as to any change, alteration or modification to the Customs tariff which from time to time may be sanctioned by Order-in-Council; and that said changes, alterations and modifications should be posted up in conspicuous places at the said Customs offices, Boards of Trade and elsewhere for the information of the Trade; that such Orders-in-Council should have no retroactive effect and should be published a certain number of days before the official date when they come into operation;

2° That Appraisers should be in a position to give every information on the Customs tariff, whenever required to do so; that after entries are made by a merchant in conformity with the instructions received from the Appraiser, after duties, if any, are paid, and on a regular permit being issued to the merchant for the withdrawal of his goods, the operation should be considered as final, and should not be subject to any further departmental claim, which is very injurious to the trade; that your Petitioners are of opinion that it would be only fair that Customs Appraisers, as is the case in the management of any private financial, commercial and industrial establishment, should be held responsible for any error which might take place in the management of their office;

3° That Customs duties should be collected upon the sworn invoice instead of on the current price of the market at the moment when the entry is made, changes in price not always resulting from the ordinary causes of fluctuations of the market and being rather ascribable to special circumstances to which manufacturing firms or centres have to submit;

4° That the rate of discount at the entry should be made uniform and rigidly enforced at all the ports of entry of Canada."

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. 5, and Col. Scott, Collector of this port and found those 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 Minister of Customs to have the Customs Act amended or the regulations connected with 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 dutiable, 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 correct, 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.

THE LIBRARY

A large number of Government and other reports, with some general reference books, have been added to the Library during the past year. Fyles of the Daily Free Press from 1887 have been bound. Mr. J. E. Steen has placed on loan bound copies of The Commercial. The books placed on deposit by the Northwest Commercial Travelers some years ago are still in the custody of the Board. A large number of trade papers are received at the office and are consulted by members.

ASSINIBOINE WATER-POWER WORKS.

The matter of the Assiniboine water-power works was considered at a general Board meeting on the 7th 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 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 non-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. McGaw, G. R. Crowe, W. Martin, D. G. McBean, S. Nairn.

FLOUR AND MEAL EXAMINERS.

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

HIDE AND LEATHER EXAMINERS.

E. F. Hutchings, P. Gallagher, W. N. Johnson, N. Bawlf
F. Ossenbrugge.

CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

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

To the acting President and Members of the Winnipeg 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 2nd, 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 confined 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 party lines on questions to be brought before the Congress, which required discussion in the calmest spirit and without the taint 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 hinges, and narrowed down to a choice between the following resolutions moved by Mr. G. 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 by our 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-eighth of the habitable globe, with a population of 350,000,000, can amply supply the home market with the productions of every clime at the lowest possible cost, and, whereas a national sentiment of mutual interest and brotherhood should promote more extended 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 one 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 Canadians your delegates deemed it wise not 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 but one vote, was lost by 58 against 33 votes. Evidently there were a number of Ishmaelitic votes, for the original resolution was carried 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 delegations present at the second Congress of the Chamber of Commerce of the British Empire while a motion to that effect could not have found a mover and second at the first Congress five years previously. The feeling in favor of such a policy is decidedly growing, and it 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 still clung to Great Britain. A visiting tour made by your delegates through a number of the 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 and on factory legislation throughout the Empire, your delegates, as instructed, 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 matter could be more clearly discussed by representatives of centres, where the value of such a move could be more clearly comprehended, and more immediately felt.

"To the resolution, brought forward by the Sheffield Chamber of Commerce, in favor of the adoption of the Merchandise Marks' Act throughout the Empire, your delegates gave their support unflinchingly, the Act being already in force in Canada, and it having been found a great protection to the consumer as well as to the shipper and manufacturer. The only opposition to this resolution came from the British middlemen, who found the Act, when enforced, only posted the colonial and foreign buyer where to buy direct from manufacturers instead of through British middlemen. Opposition based upon such selfish grounds was not powerful, and the resolution here subjoined was passed practically without question.

"That in the opinion of this Congress the general interests of the trade of the Empire render it eminently desirable 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. N. A. Nathan, of the Auckland Chamber:

"That this Congress desires to urge upon Her Majesty's Government the desirability of effecting by legislation that any ship or ships 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 under the said bill of lading, and be made responsible to the consignee for any loss or damage that may arise during the transmission of said goods to final port of destination."

"The discussion of this subject showed that the shipping interests-

of Great Britain was now a well organized and formidable combine, which did not scruple to use its power to escape the just claims of shippers and consignees, and unfortunately possessed a parliamentary influence which made its power most dangerous. Your delegates naturally supported the resolution which would make clear the responsibilities of common carriers, and leave the smallest loophole for escape therefrom. They found that in the above resolution.

"On the subject of Emigration and Colonization Sir Frederick Young, K.C.M.G. introduced the following short but pithy and comprehensive resolution:

"That colonization, while equally desirable as an outlet for our congested population and for the development of the colonies, can be carried out most successfully by individual energy and enterprise and private agencies 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 different colonies. The resolution was unanimously and enthusiastically carried by the Congress.

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

"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 keen discussion upon this resolution, and some of our Canadian delegates insisted upon the Canadian dollar being the standard on which to fix currency values. Some English delegates favored the separating the currency from the weights and measures, and some amendments put forward were voted down. Your delegates supported the original resolution, and advocated strongly the acceptance of the same, as broad and clear in principle, and leaving, as it ought to do, all details for statesmen and legislators to arrange. The resolution was carried.

"The original resolution in favor of direct telegraph 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 again there was division in Canadian ranks upon this matter, one delegation being over solicitous about the difficulties such a move would bring upon the Canadian Government. Their opposi-

tion 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 belief in the value 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 Colonial life they are the means of conveying to the British mind, besides the removal of any misapprehensions of the Old Land imbibed by the Colonial mind. In fact such gatherings are more likely to conduce to truer unity, than can be reached by any other means within reach of both Briton at home and Briton 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. We could not but feel that we were welcome, and as we looked upon the Delegates from every clime in this globe, comprising the ebony-skinned African and the flaxen haired Anglo-Teuton, we felt that we belonged to a grand old Empire which could afford to discard color lines and all such relics of heathenism; and for the unity of which we must all aim, bear, and forbear, 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 must 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 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 supply having been purchased by the Council for that purpose.

GRAND FORKS RECIPROCITY CONVENTION.

In August an invitation was sent to the Board to send delegates to Reciprocity Convention, to be held in Grand Forks, North Dakota, on the 1st and 2nd September. The invitation, which was issued by the Grand Forks Chamber of Commerce, announced that the subjects to be considered included: "The extension of trade relations between the Canadian and United States Northwest, navigation on the Great Lakes, and a deep water channel from the head of Lake Superior to the seaboard." As no resolutions on these subjects were given in advance the Council accepted the invitation "without prejudice," and a committee was appointed to find members willing to act as delegates, and to report a draft of instructions for their guidance in representing the views of the Board. The Committee notified all members of the Board and asked for members who would volunteer to act as delegates, but none were secured up to the date of their reporting to the Council, and, in consequence, they did not draft any instructions for submission. On receiving the Committee's report the Council agreed to report to the Board in favor of declining the invitation, which was done, and the Board adopted the report. A requisition signed by a number of members was, a few days afterwards, presented to the President, asking him to call a special General Meeting of the Board to re-open the matter of the declining of the invitation. A special General Meeting was held, which was largely attended by members. A deputation from the Grand Forks Chamber of Commerce waited on the Board and warmly urged that it send representatives to the Convention. After

considerable discussion the following motion was moved and carried :—

“That this Board, with pleasure accepts the invitation to attend the Grand Forks Convention, but that the members attending do so in their individual capacity; and this Board, as a Board, shall not in any way be bound by the expressions of opinion of any of the members.”

The Convention was duly held, but no members of the Board attended as representing the Board.

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 1891. Mr. Van Horne replied :—

6th FEBRUARY, 1892.

DEAR SIR—

I beg to acknowledge with much gratification, 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 North-west. I feel sure that the finding 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. VANHORNE.

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

CHATTEL 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's report, as amended and adopted at meetings of the Council and full Board was :

WINNIPEG, 17th January, 1893.

“Your Committee appointed 19th December, 1892, to enquire into ‘The General Question of Chattel Mortgages and Liens as

they exist in Manitoba, beg to report that they met and considered the Provincial Acts 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, viz :

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

“A Mortgage of Personal Property made, executed and filed in accordance with the provisions of this Act, shall, if therein so 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 except 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 Mortgages cease 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 Mortgages being taken for an amount exceeding \$200 on buildings only, the same shall not lapse at the expiration of two years, but remain in force until fully satisfied.”

GENERAL PROVISION.—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 have been removed.

RE LIENS.—The Committee report that, after considering the Clauses of the “Act Respecting Lien Notes,” they cannot recommend any changes.

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 the Winnipeg Grain Exchange submitted to the Board the following communication :

"The Winnipeg Grain Exchange has, for some time, had under discussion the matter of the present system of the issue of certificates for cargo shipments of grain by the Grain Inspector at Fort William, and at a recent meeting the Grain Exchange passed the following resolution :

"That in the opinion of this Exchange it would be in the best interest of the grain trade, and the country generally, if all terminal elevators at the lakes and seaboard were, on and after the 1st September, 1892, declared and made Regular Elevators ; that no mixing of grades shall be allowed in such elevators, and that in the case of the shipment of any mixed cargo the Inspection Certificate shall show the composition of the cargo.

"And further that the co-operation of the Boards of Trade at Montreal and Toronto in placing in operation the above system be requested by this exchange.

"The Exchange would beg to urge your Board to take action and use its influence in making "regular" elevators free from mixing so that in effect, grain shall leave the elevator of the same grade under which it was inspected in ; and that in the case of cargoes in elevators, the Inspector shall designate on his certificate the several grades and their quantities composing the cargo. This system is followed at Duluth and is beyond question the correct one."

"In a recent letter to the Exchange on this subject Mr. W. C. Van Horn writes : "The manipulation of grain at terminal or transfer elevators I hold to be wrong in principle. This practice in many of the private elevators of the United States has been a source of scandal."

The Board referring the matter to the Council, the latter, after consulting with the General Grain Committee, indorsed 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 at Fort 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 Fyfe 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.

CITY BUILDING STATISTICS.

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 should be kept of all such buildings and improvements.

Therefore be it resolved: That this Board by way of suggestion lay the matter before the Mayor and Council, with the request that should the same commend itself to them, arrangements be made to carry out the idea."

PROVINCIAL MINING CONVENTION OF ONTARIO.

An invitation was received from the Provincial Mining Association of Ontario to send representatives to a Convention to be held in Sault Ste Marie on the 16th September 1892. From the programme of subjects for consideration it appeared to your Council that the majority of them were matters of local interest to persons residing in Ontario, and as no member could be found who would act for the Board as its representative, the invitation was declined.

PUBLIC WORKS IN WHITEMOUTH AND BROKENHEAD RIVERS DISTRICT.

Last spring settlers in the Whitemouth River District petitioned the Local Government to construct a bridge over that stream, and asked the Board to assist them in representing the necessity for this public work being undertaken by

the Provincial authorities. The Council, after learning the facts of the position, endorsed the petition. As the matter stands at present, two miles of roads are constructed, and if the Municipality will pass a by-law to raise the value of half the cost of a bridge whose plan is approved of by the Provincial Government, the latter will pay the balance of the cost of construction. During last summer the Provincial Department of Public Works has carried on the work of drainage and roadmaking, as referred to in our last Annual Report, in the Brokenhead River District; some five miles of drains and two miles of roads having been completed at the cost of the Province.

GRAIN STANDARDS.

Under the Amended Inspection Act of last session of the Dominion House, the Government appointed: Messrs. N. Bawlf (Chairman), S. A. McGaw, S. Spink, Winnipeg; H. S. Paterson, Chas. Braithwaite, Portage la Prairie; K. Campbell, Brandon; John Benson, Wolseley; J. D. Sibbald, Regina; W. W. Ogilvie, 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 Frosted, Nos. 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:

"What the Committee desire, and what would assist them most, would be your sending such samples as would, in your opinion, about cover the crop in your vicinity—marking them your 'One Hard,' 'Two Hard,' and so on—and if you have any frosted, a sample or samples of what you believe that would run.

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"Oats and Barley in the same way so far as procurable.

"Do not send less than a two bushel bag full of any one sample, and send me promptly your account for the grain and bags and I will get it remitted you at once.

"The Railway Company will carry the bags free in the baggage car on the express trains—labelled with the address labels I enclose you herewith, and in case of their being overlooked at station will you kindly see to their being properly put on board baggage car?

"I have to ask you to give this your consideration just as soon as you have threshing enough to satisfy you, so that the meeting can be called and the standards determined at the earliest possible moment."

The standards as determined by the Board have proved quite satisfactory in handling the 1893 crop. No appeals have been carried to the Board of Grain Examiners from the grading by the Official Inspectors at Winnipeg or Port Arthur.

RED RIVER NAVIGATION.

In February, the Council appointed a Committee to again take up the matter of the long-advocated improvements to make the Red River navigable for lake steamers from its mouth to this City. The City Council having 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 Ruttan, City Engineer, at the request of the Joint Committee, prepared the following 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.

RED RIVER MEMORIAL.

To His Excellency the Right Honorable Sir Frederick Arthur Stanley, Baron Stanley of Preston, in the County of Lancaster, in the Peerage of the United Kingdom, Knight Grand Cross of our Most Honorable Order of the Bath, Governor-General of Canada, and Vice-Admiral of the same, in Council.

The memorial of the Council of the Winnipeg Board of Trade in Council assembled respectfully sheweth :—

That your memorialists consider it would be a great benefit to the Town of Selkirk, the City of Winnipeg and to the people resident in what is known as the Red River Valley, if the navigation of the Red River were so improved that boats drawing seven feet of water could freely navigate the same from its mouth to the international boundary, the improvements necessary being chiefly confined to the removal of the difficulties to navigation at the St. Andrew's Rapids, which are some twenty miles distant from the City of Winnipeg.

Your memorialists submit the following facts and reasons in support of their opinion :

(a) The development of the timber and natural resources of Lake Winnipeg and its tributary rivers.

(b) A reduction in the price of fuel to the people living on the Red River between Lake Winnipeg and the international boundary.

(c) The development of an export trade in lumber, iron ore, flag stone, etc., to the States of Minnesota and Dakota.

(d) Generally to create trade industries which will give employment to large numbers of men, and develop the resources of the country.

(e) Mr. F. Proudfoot, representing the owners of large ore deposits, says :—

“Already a company of capitalists in the city of Fargo have made definite proposals for the supply of 25,000 tons of iron ore, to be shipped annually for twenty-five years by the Red River to that place, but though the ore could be carried in flat-bottomed boats from the boundary line, it was found impossible to get it over the St. Andrews Rapids, and I deem it a fact which cannot be doubted, that if the river were made navigable this iron ore, brick clay, fire clay, and flagging stone, could be shipped by water to supply the many towns beyond the boundary, and this waterway could be made a source of wealth to the country.

(f) The dredging already done by the Government at the mouth of the Red River has been of so much benefit that the amount of

shipping there has quadrupled, and the rates of freight are only about one-fourth what they formerly were.

It is believed, however, that with the present facilities for navigation, the Lake Winnipeg trade has reached its maximum. With the improvements proposed, there is undoubted authority for saying that the Lake Winnipeg trade would be increased ten fold, while a large local trade on the Red River would be developed.

In the item of fuel alone, the equivalent of 200,000 cords of wood is now used every year in the country tributary to the Red River.

Fire wood, the supply of which from the railway lines is rapidly becoming exhausted, costs delivered, about \$5.50 per cord. With a fair profit to dealers and shippers the same quality of wood could be delivered from Lake Winnipeg for \$3.50 per cord, or including cheap grades of poplar, say an average saving of \$1.50 per cord, or \$300,000 per annum.

It will be seen therefore that a small canal to'1 on sandstone, limestone, lime, lumber and cordwood would be sufficient to pay the cost of construction of the proposed works.

Some of the benefits to be derived by the Dominion at large from the improvements of the Red River would be :

- (1) An increase in the revenue from Government dues on wood, lumber and ties.
- (2) The development of iron mines and manufactures.
- (3) The creation of large and important shipping interests.
- (4) The development of an export trade with the United States in iron ore, stone, wood, cheap grades of lumber and railway ties.
- (5) The settlement of the lands surrounding the Lake.

The principal obstruction to navigation occurs at the St. Andrew's Rapids, between the Lake and City of Winnipeg.

Between the City of Winnipeg and the boundary line, in ordinary seasons, the river is navigable.

From the international boundary southward the river has been improved by the United States Government, and in ordinary seasons affords navigation to vessels of five feet draught for a distance of 260 miles.

It is estimated that the cost of improving the St. Andrew's Rapids would not exceed \$500,000, and it is thought that the increase in Government revenues from timber, ties, cord wood, minerals, etc., would be more than sufficient to pay the cost of the necessary improvements.

And as in duty bound, your memorialists will ever pray.

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.

CANADIAN 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 Isle, and urging that improvements be made. The Council recognizing the importance of the request, immediately appointed a committee to secure information and formulate the opinions 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.

WINNIPEG, 30th September, 1892.

The Honorable, The Minister of Agriculture, Ottawa :

SIR,—

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

That it would appear from 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 civil health office, that the equipment of the quarantine station at Grosse Isle, 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 suspects, and no safe and adequate fresh water supply. It has further been reported that Grosse Isle 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 Isle as the best possible situation for the quarantine station of the

St. Lawrence; and if after investigation it should be considered that some 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 Isle Quarantine Station, in the meantime, should be provided, as far as possible, and without regard to cost, with the most ample and complete wharf accommodation, shelter buildings, disinfecting appliances and water supply.

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

4. That all regulations as to the prohibition of immigration from cholera infected ports, time of detention 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, baggage 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 actively experienced during the past season, when disease (small pox) was brought into British Columbia from Asia, and disseminated at points throughout 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. N. BELL,
Secretary.

Blank copies of this petition were forwarded to Boards of Trade west of and including Port Arthur, Ont., 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 8th, 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 Isle and in British Columbia.

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

Grosse Isle is at present supplied with disinfecting appliances sufficient to sterilize all passengers' luggage now arriving.

I have further to inform you that it is the intention to have Grosse Isle 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 Straits of Fuca, in British Columbia.

I have the honor to be, Gentlemen,

Your obedient servant,

H. B. SMALL,

Secretary Department of Agriculture.

Messrs. Andrew Strang and Chas. N. Bell,
Board of Trade, Winnipeg, 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 throughout 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,
Winnipeg.

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 Provinces and the Dominion Department of Agriculture, for the consideration of quarantine

and other health matters. It would appear that the Dominion authorities have authority in quarantine matters only at the Seaboard and International Boundary Lines, and the Joint Health Committee requested Dr. O'Donnell to bring this matter before the conference and endeavor to have an understanding arrived at, that, in a case of emergency at least, Winnipeg shall be recognized as a quarantine point under Dominion regulations and expense.

DOMINION INSOLVENT ACT.

The following letter from the Montreal Board of Trade, accompanied by a printed draft of a proposed Insolvent Act was referred to a Committee of the Board :—

MONTREAL, 2nd March, 1892.

“DEAR SIR,—

“I am to inform you that the Council of this Board, believing that the time has arrived when Insolvency Legislation may be favorably considered by the Dominion Parliament, has given the subject attention through a special committee.

“That Committee decided to prepare a draft bill, and for that purpose took the old Insolvent Act of 1875, the ‘Curran’ Bill of 1885, prepared by this Board and approved by other Boards of Trade and the present local Acts of Ontario and Quebec, and drafted a bill which the Committee believes embodies the best points of all of these.

“The Council has generally approved this draft bill and has had it printed for communication to the several Boards of Trade throughout the Dominion in order that, if possible, their united support may be obtained to procure its adoption by Parliament, six copies being sent you under another cover.

“It is asked that your Council give the draft bill consideration and that you thereafter advise me of the result. If, as is hoped, the draft is generally approved, it will be amended to meet, as far as possible, any suggestions received, and steps taken to induce the Government to make the bill a Government measure.

The Council hopes that you will give this important matter early consideration, as it is very necessary to have prompt action.

“I am, dear sir,

“Yours truly,

“Chas. N. Bell, Esq.,

“GEO. HADRILL,

“Sec. Board of Trade,

“Secretary.”

“Winnipeg.”

The Committee carefully considered the proposed measure and with the assistance of Messrs. S. A. D. Bertrand, Provincial Assignee, and Mr. J. S. Hough, Solicitor, prepared the report given below, which was adopted by the Council and copies mailed to the Montreal, Toronto, Victoria and Vancouver Boards of Trade, the Hon. Sir John Thompson, Attorney-General, and H. J. Macdonald, M. P. for this city.

"The proposed Bill to be known as The Insolvent Act of 1892, if it becomes law is designed like all laws of a similar nature to effect a rateable distribution of the assets of a debtor whether voluntarily or involuntarily on his part amongst all his creditors.

"The Bill itself provides that any creditor having an unsecured claim of at least two hundred dollars (\$200.00) upon filing with the Clerk of the Court of the Judicial District in which the debtor has his chief place of business, an affidavit proving his claim and establishing that the debtor is a trader and insolvent within the meaning of the Act, shall be entitled to a Writ of Attachment in Insolvency. (Sec. 4.)

"The Writ is directed to the Sheriff of the District and authorizes and directs him to seize and take possession of all the Insolvent Estate and effects which he is to hold until the appointment of a Guardian.

"The debtor within three days of the service upon him of the Writ, is to prepare and submit to the Clerk of the Court a sworn statement of all his assets and of the names and addresses of his creditors, and of the nature and amount of their claims, and the Clerk, upon receipt of such statement, is to appoint a Guardian who is to take over possession of the estates from the Sheriff.

"The Clerk then calls a meeting of the creditors, to be held at the Court House of the District within ten days thereafter, when a Liquidator is appointed by the creditors, who, in turn, takes over possession of the estate from the Guardian. The Liquidator may be required to give security, and Inspectors are to be appointed either at the first or some subsequent meeting.

"The foregoing is the course to be pursued when the debtor refuses voluntarily to make an assignment for the benefit of his creditors. Provision is made by the eighth section whereby any creditor whose unsecured claim amounts to at least two hundred dollars (\$200.00), may serve a demand upon a debtor who has ceased to meet his liabilities as they mature, requiring him to make an assignment, and if he refuses to comply within twenty-four hours (in event of such demand being uncontested) a Writ of Attachment

may be issued. If he complies, however, the Clerk of the Court immediately appoints a Guardian, and the subsequent proceedings are similar in all respects to those taken under the Writ of Attachment.

"The Liquidator, in so far as the property and estate is concerned, is vested with all the rights and powers of the Insolvent. He is subject however to the directions of the creditors, the Inspectors, or the Judge. He advertises for creditors and adjudicates upon their claims, either with or without the assistance of the Inspectors and the Court, makes up an inventory of the estate and sells and disposes of both real and chattel property, and after the expiration of the thirty days limited for the creditors to file their claims; prepares his dividend sheets and the dividends themselves are payable after ten days from the publication of a notice of such dividend sheets in the Official Gazette and the posting of a similar notice to each of the creditors.

"All sales of 'movable assets' are to be made by public auction or tender after the ordinary delays and advertisements for the sale of similar articles in the locality. The real property can only be sold by public auction and there is a special proviso prohibiting Liquidators and Inspectors from becoming purchasers.

"The Act provides ample machinery for the settlement of claims of creditors for the recovery of the assets of the debtor, securities and preferred claims upon the estate, the holding of and for his examination in cases where it deemed necessary, and for the examination of witnesses, for the adjustment of all meetings of creditors, the bringing of actions or suits by the Liquidator or by any creditor for the purpose of setting aside fraudulent transfers or conveyances, or for other purposes, the punishment criminally of a debtor guilty of dishonesty or fraud, and for the discharge of the honest debtor.

Upon the whole the Bill is probably as good a one as could have been devised for the purpose for which it is intended. In an old and thickly populated country where there are numerous and easy means of communication with every town or village and when business has become settled and established and is conducted upon strict principles, it would be an advantage to have such a law if the machinery is not too cumbersome and expensive. The former Insolvent Act, while it affords the same relief as to the rateable distribution of an Insolvent Estate was found after a number of years' experience to be beneficial only to the Assignees and officials who were empowered and entrusted with its operation.

"Many of the abuses which existed under the old Act have been by the proposed Bill abolished, and the machinery is less complicated.

There are no Official Assignees, at least by name, and the powers of the Liquidators are considerably circumscribed and limited.

"With all its improvements, however, upon the old Act, and with all its advantages over any system, which embraces only purely voluntary assignments, it is submitted that so far as Manitoba and the Northwest Territories are concerned, it is premature and inoperative.

"Business here is not, and cannot be carried on successfully in the same manner and upon the same strict principles as govern in the older Provinces. The distances are greater, the population very sparse, and the means of communication slow and exceedingly limited. Aside from these considerations, however, we have in Manitoba a statute, which for six years has been in force, and under which the administration of Insolvent Estates has been carried on successfully, and which owing to its efficacy ought not to be interfered with. It is known as the Assignment Act of 1886, and although applicable to voluntary assignments only, is the best remedy yet devised for the winding-up of estates and the only one that can be successfully adapted to this Country. It has the following advantages:—

"1st. It is inexpensive.

"2nd. It is simple in its operation.

"3rd. It has one Official Assignee appointed by the Government on the recommendation of the Board of Trade.

"4th. It secures a ratable distribution of a debtors' assets, with all the powers as to setting aside preferences, adjudication upon claims, etc., embraced in an Insolvent Act.

"5th. It is speedy and effective.

"The various and somewhat intricate steps prescribed by the proposed Bill, of necessity mean a large expense and consequently smaller dividends to creditors. The institution of legal proceedings (which may be contested by the debtor); the seizure by the sheriff; the transfer to the Guardian and again from him to the Liquidator, cannot but be attended with great cost and particularly so when it is remembered that in the majority of failures, the distance of the debtors' place of residence from the Court House would in Manitoba average at least 75 miles. Three separate and distinct notices are required to be published in the Gazette and other papers outside of the advertisements of sale of the debtors' effects. To summarize the expenses of an ordinary Attachment in Insolvency, without taking into consideration any contests which might arise between the debtor and the attaching creditor, or between the Liquidator and the

creditor, the following would fairly indicate the various classes of expenditure and the persons entitled to share therein :—

"1st. The legal expenses of issuing the Writ of Attachment.

"2nd. The expenses of the Sheriff in executing the Writ and holding possession until the appointment of a Guardian including poundage.

"3rd. The disbursements of the Guardian in taking over possession from the Sheriff and holding until the appointment of a Liquidator.

"4th. The Liquidator's costs and charges for his services.

"5th. The Inspector's remuneration.

"6th. The publication of three sets of notices in the Gazette and other papers and the Advertisements of Sale.

"7th. The Liquidator's other disbursements, including postage, stationery, legal expenses, &c. &c!

"The above are fixed charges and would have to be provided for in connection with every estate whether large or small. The probable costs, besides the foregoing, would include possible contests between the attaching creditor and the debtor, the Liquidator and creditors, the Liquidator and the debtor, and fraudulent Assignees and lien holders.

"No Liquidator would think of administering an estate under the proposed Act, no matter how small the estate might be, without the assistance of a legal adviser, and this item must not be overlooked in estimating the amount which would remain for distribution amongst the creditors.

"Compare this with the cost of administering an estate under our "Assignment Act, 1886." Under this Act, the estate passes at once into the hands of the Official Assignee or the person appointed by the majority in value of the creditors to represent them. He inserts one notice in the Gazette, which includes not only the public intimation of the assignment, but directs creditors to file their claims and gives the date of the meeting of creditors. In a large percentage of cases the estate is disposed of at the first meeting of creditors by private sale, without the necessity of inserting an advertisement or calling another meeting, and the estate is then practically wound up, and the dividend declared and immediately distributed. No legal assistance is required, no legal process of any kind is necessary; there is no Sheriff, no Guardian, and often no Official Assignee.

The expenses are reduced to a minimum and in consequence the creditors realize the most that can be made out of every insolvent estate. It may be contended that the remedies provided by this Act are not as effectual as those under an Insolvent Act, but such is not the case. The Assignment Act itself and the other Statute Law of the province affords ample means of recovering the estate of the debtor where there have been fraudulent transfers and assignments or where preferences have been given by the debtor to favored creditors.

"The average estate in Manitoba and the Northwest Territories is too small to bear the heavy expenses necessarily attendant upon its administration under the Insolvent Act. The analysis of failures given by Bradstreets for the year 1891 shows throughout the whole Dominion that the average amount of assets was only \$3,250. The Official Assignee states that the average size of estates which have come into his hands during the past three years, would not exceed twenty-five hundred dollars (\$2,500) and that the average cost of winding up such an estate under our Assignment Act would not exceed two hundred dollars (\$200.00). With all due deference to the promoters of the Bill in question it is submitted that the legal expense alone of winding up a similar estate under the provisions of any Insolvency Act, would in almost every instance exceed the last named amount.

"With the exception of cases where contests arise as to the protection or recovery of the estate, the Assignment Act is much more speedy than the proposed Act. There are no delays except those incident to the taking of stock and the making up of an inventory, the calling of the meeting of creditors and the settlement of their claims.

"The practical working out of the proposed Act in Manitoba would be attended with very great inconvenience and expense, on other grounds than these above set forth. The great majority—in many cases all of the creditors of an estate—reside and carry on business or have their representatives in Winnipeg. There are no County Divisions in Manitoba, but there are three Judicial Districts, each comprising about an equal amount of Territory, with centres at Winnipeg, Portage la Prairie and Brandon, respectively, where the Court Houses are situated. The first meeting of creditors at which the Liquidators and Inspectors are appointed must be held at the Court House of the District in which the debtor has his domicile or carries on his business, and by implication it must be assumed, we think, that the Liquidator must also reside within the District, although this is not specially provided for, and all subsequent meetings of creditors are to be held at his office.

"The creditors would therefore have to travel from 75 to 150 miles to attend a meeting of creditors in the Central or Western Districts of the Province if they desired to be personally present. The loss of time and the expenses of such trips added to the loss already incurred, would be a great hardship, and practically deter creditors from attending such meetings and giving their personal advice and assistance in winding up the estate. No good object can be attained by the adoption of such a law which, although it may be applicable to the Eastern Provinces, is unreasonable and oppressive to both debtor and creditor in Manitoba.

"The terms limited (1st) for complying with a demand of assignment, and (2nd) for the preparation of a statement after the service of a Writ of Attachment, could not possibly be complied with except in a very small proportion of cases, no matter how willing and anxious the debtor might be to conform to the provision of the Act. It is only necessary to state that the Eastern Judicial District in Manitoba is some 300 miles from east to west in its widest parts and over 100 miles from north to south. This is even more observable in the Northwest Territories where the distances are greater and the means of communication less effective than in Manitoba.

"Apart from the question of the operation of the Act, it is further submitted that the compulsory winding up of estates in Manitoba is at the present time undesirable. The small merchants scattered throughout the Country are entirely dependent upon the farmers, and they in turn have no source of income except their crops. Necessarily the merchant must give credit if he expects to do business, and his ability to meet his liability to the wholesale houses who supply him with goods, depends entirely upon the results of each harvest. Although he may show a good surplus of assets over liabilities, yet if he is pressed for payment at certain seasons of the year, he must necessarily fail, and it has been the invariable custom with trade to give such assistance by extending the dates for payment, or otherwise, as would enable him to realize upon his assets and pay his creditors in full.

"If the proposed Bill becomes law no step on the part of the large creditors of an estate could prevent the issue of a Writ of Attachment at the instance of a creditor whose claim amounts to two hundred dollars (\$200 00) and the winding-up of an estate, which by the exercise of a little indulgence might have paid 100 cents on the dollar.

"In view of these facts it is not considered desirable or expedient to introduce any change in our existing laws."

It will be seen that the Vancouver Board endorses, in general, the terms of the report from the following letter received from that body:—

VANCOUVER, BOARD OF TRADE, April, 1892.

In Re-Proposed Bill, Insolvent Act 1892.

Report of Committee on Legislation.

“Committee met at office of Messrs. Corbould, McColl, Campbell & Wilson, Thursday, April 13th, 1892.

“The committee were assisted by Mr. Campbell, and after going carefully over the Act as presented by the Montreal Board of Trade and recommendations made by Winnipeg Board beg to report:

“That your Committee thoroughly concur in the report of the Winnipeg Board in so far as the same is applicable to this Province.

“The Act would supersede our present inexpensive and very effective method of administering the estates of insolvent debtors.

“The only advantage in the opinion of your Committee that could be gained by the proposed Act, would be the obtaining of his discharge by an insolvent debtor, the infliction of penalties upon fraudulent debtors, and compulsory assignment in cases where a debtor refused to make a voluntary assignment.

“The latter however is open to abuse, in fact, your committee are of the opinion that the Act could be made to operate harshly against deserving debtors who might be temporarily embarrassed

“Your Committee are also of the opinion that the expense of administering estates under this Act especially in this Province, would be so great as to leave but little, if anything, for the creditors.

“Finally, your Committee while admitting that the proposed Act might be advantageous in large centres of population are of the opinion that it is not at all adapted to the conditions prevailing in British Columbia.

Respectfully submitted.

[Sgd] H. T. COPEALLY,

For Committee.

“Received and adopted at General Meeting of Vancouver Board of Trade, April 22nd, 1892.

A. H. B. MACGOWAN,

Secretary.

To the Board of Trade, Winnipeg.

The Montreal Board did not have the bill introduced at Ottawa last Session, but from newspaper reports the Council learns that deputations from the Boards at Montreal, Toronto and London have lately interviewed the Hon. Sir John Thompson at Ottawa, regarding the introduction at this Session of Insolvency Legislation. No communications have been received from these Boards on this subject since last March, so that the Council is not aware of the detailed propositions submitted to the Government by these bodies.

The Victoria Board has written this Council for information regarding the working of the Manitoba Act relating to estates, with a view of considering the advisability of securing legislation of a similar character in British Columbia.

GENERAL DRAINAGE SYSTEM.

The Committee on Drainage of low lands, appointed at the last Annual Meeting, held several meetings, and interviewed the members of the Provincial Government, to urge the advisability of the Government's undertaking a topographical survey of the low lying districts of the province. The Deputation received assurances that the Government realized the necessity for active steps in this direction, and that a commencement would be made during the summer. While the details of the work performed have not yet been fully reported, it may be stated that work has been carried on in the district comprised between the Red and Assiniboine rivers and Stonewall and Lake Manitoba.

FREIGHT RATES ON GRAIN.

The Council last month took up the matter of the freight rates prevailing on grain exported from Manitoba and the Northwest Territories, with the Canadian Pacific Railway Company. A Committee having prepared a report giving fully the opinions of the Council on the subject, it was forwarded to the President of the Company, through General Superintendent Whyte, a deputation discussing the matter with

Mr. Whyte in an interview. Mr. Whyte promised to lay the views of the Council before Mr. Van Horne personally. The Council took the position that a considerable reduction in the present rates was absolutely necessary in the general interests of the country and the railway company, and that if a material and permanent reduction is made at an early date it would encourage our farmers to continue faithful operations for the future, and have a most beneficial effect upon the immigration efforts of the authorities for 1893. A reply to this report has been received from the President of the Canadian Pacific Railway stating, in effect, that he fully appreciates the situation, and that so soon as he has gathered some necessary information, he will reply fully to the resolution. The Council therefore recommend that their successors continue to give this question that earnest attention which its importance demands.

LECTURE ON IMPERIAL FEDERATION

Advantage was taken of the presence in the city, in November last, of Mr. G. R. Parkin, a prominent advocate of the scheme of Imperial Federation, to secure from him, by his kind consent, a lecture on the above subject. A large number of members and others attended the lecture, which was a very able exposition of the arguments advanced by supporters of the scheme. A hearty vote of thanks was voted to the lecturer for his address.

PROVINCIAL BOARD OF HEALTH.

Arising from the General Meeting with the Medical Association was the formation of a joint Committee of the two bodies, to consider the sanitary condition of the City and Province, and in arranging for presentation suggestions as to the best steps to be taken to meet the situation. This Committee has held many meetings, and after securing a large amount of information relating to Public Health Acts and regulations, had a conference with the members of the Pro-

vincial Government, to urge, that some necessary changes should be made in the Health Act of the Province. They advocated the establishment by the Government of a Provincial Board of Health, following the general lines of those existing in Ontario and Quebec, with district local boards. The members of the Government expressed themselves as favorable to a central and district boards of health, with a chief medical officer. The Premier informed the Committee that the Attorney-General was draughting a new bill, and arrangements have been made that members of the Committee will meet with the Attorney-General, and discuss with him the provisions of the contemplated Act before it passes through the House.

WINNIPEG TRANSFER RAILWAY.

Early last summer the connection of the track of the Winnipeg Transfer Railway with the Canadian Pacific Railway, in their yards in this City, was made.

On the 24th of last month the following resolution, recommended for adoption by the Council, was passed at a general meeting of the Board.

RESOLVED—"That this Council recommend to the full Board, that a memorial be forwarded to the Provincial Government, petitioning that the road-bed and right of way of the Winnipeg Transfer Railway be exempt from taxation, as is the case with other railways in the Province."

GRAIN ELEVATORS FOR WINNIPEG

At the formal opening of the new rooms the matter of securing the erection of a large storing and sorting elevator in Winnipeg was discussed at length, and was followed by the appointment of a committee, to act with one from the Winnipeg Grain Exchange, for the obtaining of information bearing on the advisability and feasibility of securing elevators in this City. The Grain Exchange was already in possession of a promise from the Canadian Pacific Railway authorities that if such an elevator was erected the Company would give a site

in their yards at a nominal cost. The joint Committee held several meetings and had a conference with General Superintendent Whyte, who promised to lay before Mr. Van Horne, in Montreal, the request of the Committee that the Canadian Pacific Railway Company erect and operate the elevator. The Committee, in a report to the Board, outlined the following as some of the advantages to be gained by the establishment of a large elevator here—viz:

1st. It would enable shippers at interior points to have their grain cleaned before it is presented for inspection.

2nd. It would enable smutty grain to be scoured and afterwards sold on its merits.

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

4th. It would afford facilities for the establishment of a better "sample 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 both from claims re shortages.

FAST ATLANTIC STEAMSHIP SERVICE.

The Council recommend that the matter of a fast Atlantic Steamship Service, receive the consideration and attention of the Board at the Annual Meeting.

On behalf of the Council.

JAMES E. STEEN PRESIDENT.

CHAS. N. BELL, SECRETARY.

TREASURER'S STATEMENT

FOR YEAR ENDING 31st DECEMBER, 1892.

RECEIPTS.

<i>To balance from last year</i>	\$ 509 00
<i>" entrance fees and subscriptions</i>	1502 00
<i>" interest on deposit</i>	18 23
	<hr/>
	\$2029 23

DISBURSEMENTS.

<i>By Secretary, salary 1892</i>	\$900 00
<i>" printing Annual Report and notices</i> ..	114 00
<i>" share rent</i>	100 00
<i>" entertainments</i>	54 29
<i>" furniture</i>	33 50
<i>" postages and telegrams</i>	32 34
<i>" caretaking</i>	20 00
<i>" reports London Congress</i>	18 75
<i>" share telephone</i>	15 00
<i>" stationery</i>	10 00
<i>" moving expenses and petty accounts</i> ...	40 95
	<hr/>
	\$1338 83

Balance in Bank..... \$690 40

GEO. J. MAULSON, *Treasurer.*

Audited and found correct,

J. H. HOUSSEK, } *Auditors.*
D. FRASER, }

GRAIN STATISTICS.

Returns to Winnipeg Board of Trade of wheat inspected at Winnipeg, crops of 1887 up to June 30th, 1892.

WHEAT. Class. Grade.	1887 Cars.	1888 Cars.	1889 Cars.	1890 Cars.	1891 Cars.
Extra Hard			77		
Hard			1,324	1,576	424
No. 1	583	663	990		2,683
"	657	773		2,625	2,249
No. 3		485			
Northern			59	1,425	146
No. 1	2,352		387		531
"	1,030		35	338	43
No. 3	76				
1 Regular					2,495
2 "					2,098
3 "					548
White Fife			29		
Spring					
No. 1	240				
"	104	2			
No. 2					
No grade	441	56		630	701
Rejected	484	346	162	320	1,169
Other and special gds.		1,112	333	3,276	285
Total cars	5,967	3,437	3,396	10,200	13,372
WHEAT—Equal to (bus.)	3,878,550	2,234,050	2,207,400	6,630,000	8,691,800.

NOTE—Return for six months ending 31st Dec., 1892, shows 7,315 cars, or 4,754,750 bushels, already inspected of the crop of 1882.

MANITOBA.

Direct imports and exports from and to foreign countries for years ending 30th June, as shown by the customs returns:

	Imports.	Exports.	Duty Paid.
1886.....	\$1,959,337.....	\$859,715.....	\$467,213
1887.....	2,012,183.....	875,041.....	508,848
1888.....	1,750,048.....	1,304,890.....	457,354
1889.....	2,207,314.....	782,606.....	549,458
1890.....	2,555,235.....	988,384.....	649,027
1891.....	2,796,806.....	1,612,124.....	620,395
1892.....	3,038,443.....	2,078,339.....	775,924

On account of the most of the produce, &c., imported into or exported from this province, being carried from and to the seaboard mainly through Canadian territory, the eastern seaboard ports get credit for the shipments and consequently the above returns do not cover anything like Manitoba's trade with foreign countries.

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 891
 ars.
 424
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 146
 531
 43
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 ,098
 548

 701
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 285

 372
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 892,
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