

Winnipeg Board of Trade  
**NINETEENTH**

# **Annual Report**

**OF THE**

**WINNIPEG**

# **BOARD OF TRADE**

**WITH THE**

**Reports of Council, Treasurer, Com-  
mittees, Statistics, Etc.**

**Adopted at the Annual Meeting, held February 1st,  
1898**

**Issued by Authority of the Board**

**WINNIPEG.**

The Buckle Printing Company, Ltd.  
1898

WISCONSIN DEPARTMENT OF COMMERCE

ANNUAL REPORT

OF THE

DEPARTMENT

BOARD OF TRADE

FOR THE

YEAR ENDING DECEMBER 31, 1901

PRINTED BY THE WISCONSIN DEPARTMENT OF COMMERCE

1902

WISCONSIN DEPARTMENT OF COMMERCE

Hon

A. F.

W. I.

Jos.

C. J.

Kenn

J. H.

Geo.

A. M.

E. L.

D. W.

J. Y.

A. W.

R. L.

K. M.

J.

R. Mu

P.

W. W.

D.



# Winnipeg Board of Trade

## OFFICERS AND COUNCIL

### PAST PRESIDENTS.

Hon. A. G. B. Bannatyne (deceased).....	1879	Jas. Redmond.....	1889
A. F. Eden.....	1880	R. J. Whittle.....	1890
W. H. Lyon.....	1881	Stephen Nairn.....	1891
Jos. Mulholland.....	1882	J. E. Steen.....	1892
C. J. Brydges (deceased).....	1883	F. W. Stobart.....	1893
Kenneth Mackenzie.....	1884-6	W. B. Scarth.....	1894
J. H. Ashdown.....	1887	R. T. Riley.....	1895
Geo. F. Galt.....	1888	F. H. Mathewson.....	1896
		D. W. Bole.....	1897

### COUNCIL FOR 1898.

A. M. Nanton, <i>President.</i>	Andrew Strang, <i>Treasurer.</i>
E. L. Drewry, <i>Vice-President.</i>	Chas. N. Bell, <i>Secretary.</i>
D. W. Bole, Jno. Galt,	F. W. Thompson, J. H. Ashdown.
J. Y. Griffin, F. W. Stobart,	J. Redmond, Wm. Georgeson.
A. Wickson, G. F. Carruthers,	Jno. Russell, C. A. Baskerville,
R. L. Richardson, W. R. Baker,	Jno. Girvin, Jerry Robinson.

### BOARD OF ARBITRATORS.

K. Mackenzie, E. L. Drewry, G. F. Galt, G. J. Maulson, S. A. D. Bertrand,
J. H. Brock, R. T. Rley, S. Spink, Jno. Galt, Wm. Hespeler,
Stephen Nairn, G. F. Carruthers.

### STANDING COMMITTEES.

1897-98.

#### BOARD OF GRAIN EXAMINERS.

J. A. Mitchell.	S. A. McGaw, <i>Chairman.</i>	D. G. McBean.
S. Nairn.	S. Spink.	

#### BOARD OF FLOUR AND MEAL EXAMINERS.

S. Nairn, <i>Chairman.</i>
R. Muir. G. V. Hastings. S. Spink. F. W. Thompson. C. H. Steele

#### BOARD OF HIDE AND LEATHER EXAMINERS.

P. Gallagher. H. Leadley. A. Carruthers. F. W. Reimer.
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#### GENERAL GRAIN COMMITTEE.

S. Spink, <i>Chairman.</i>
W. W. Ogilvie, A. Atkinson, N. Bawlf, W. A. Hastings, J. A. Mitchell,
D. G. McBean, S. A. McGaw, G. J. Maulson, E. L. Drewry,
J. A. Body, S. P. Clark, S. Nairn, D. H. McMillan,
A. McBean, G. V. Hastings, F. W. Thompson,
Wm. Martin, R. Muir, D. Horn, C. H. Steele,
T. T. W. Bready, W. A. Matheson.

1898.

**LIST OF MEMBERS**

**AGRICULTURAL IMPLEMENTS AND CARRIAGES.**

NAME.	FIRM.	BUSINESS.
Agur, R. H.	Massey-Harris Co.	Agricultural Implements.
Hutchinson, H. W.	The Fairchild Co.	Carriages, etc.
Maw, Jos.	Jos. Maw & Co.	Carriages, etc.
Mott, E. A.	The Cockshutt Plow Co.	Manager.
Ruby, J. E.	Frost & Wood.	Agricultural Implements.

**BANKERS.**

Alloway, W. F.	Alloway & Champion	Bankers.
Bayly, Neville.	Bank British North America.	Manager.
Champion, H. T.	Alloway & Champion	Bankers.
Hoare, C. S.	Imperial Bank	Manager.
Law, A. W.	Bank of Montreal	Banker, etc.
MacGachen, A. F. D.	Bank of Montreal	Manager.
Mathewson, F. H.	Canadian Bank of Commerce.	Manager.
McCaffrey, T.	Union Bank	Manager.
Monk, J. B.	Bank of Ottawa	Manager.
Pambrum, W. H.	Banque d'Hochelega	Manager.
Patton, F. L.	Dominion Bank	Manager.
Phepoe, T. B.	Molson's Bank	Manager.
Wickson, A.	Merchants' Bank of Canada.	Manager.
Wilson, Benj.	Bank of Hamilton	Manager.

**BOOTS AND SHOES AND RUBBER GOODS.**

Andrews, A. A.	Winnipeg Rubber Co.	Manager.
Johnston, D. S.	Canada Rubber Co.	Manager.
Reidmond, Jas.	Ames, Holden & Co.	Wholesale Boots and Shoes.
Reimer, F.	Kilgour, Rimer & Co.	Boots and Shoes.
Ryan, Thos.		Wholesale Boots and Shoes.

**CATTLE AND PRODUCE.**

Barre, S. M.		Produce Commission.
Gallagher, P.	Gallagher & Sons	Cattle and Meats.
Gordon, J. T.	Gordon & Ironside	Cattle Exporters.
Griffin, J. Y.	J. Y. Griffin & Co.	Pork Packers and Produce.
Rogers, R. A.	The Parsons Produce Co.	Produce.

## CHINA AND GLASSWARE.

Porter, Jas. ....	Jas. Porter & Co. ....	China and Glassware.
Smyth, J. C. ....	Gowans, Kent & Co. ....	China and Glassware.

## COMMISSION.

Nicholson, Ed. ....	Commission.
Tees, Jas. ....	Tees & Perse ..... Commission.

## CONTRACTORS.

Brydon, Wm. ....	Contractor.
Girvin, Jno. ....	Contractor.
Ritchie, S. B. ....	Contractor.
Ross, I. M. ....	Contractor.
Strevel, G. H. ....	Contractor.
Wood, D. D. ....	Contractor.

## DOORS AND SASH.

Byrnes, Henry ....	Sash and Doors.
Turnbull, J. H. ....	Turnbull & McManus ..... Sash and Doors.

## DRY GOODS, CLOTHING. ETC.

Banfield, A. F. ....	House Furnishings.
Bethune, A. B. ....	J. W. Peck & Co. .... Wholesale Clothing.
Cornell, S. W. ....	Cornell, Spera & Co. .... W. Dry Gds and Small Wares
Craig, Geo. ....	Dry Goods, etc.
Elliott, D. K. ....	R. J. Whitla & Co. .... Wholesale Dry Goods.
Fraser, D. ....	D. Fraser & Co. .... Wholesale Clothing.
Hammond, W. J. ....	Furs.
Holiday, J. McL. ....	Wholesale Fancy Goods, etc.
Redmond, E. J. ....	Redmond, Greenless & Co. .... Wholesale Hats and Caps.
Richard, J. A. ....	Fit Reform Clothing Co. .... Agent.
Riley, R. T. ....	W. E. Sanford Manufact'g Co. .... Wholesale Clothing.
Robinson, Jer. ....	Robinson & Co. .... Dry Goods.
Stobart, F. W. ....	Stobart, Sons & Co. .... Wholesale Dry Goods.
Whitla, R. J. ....	R. J. Whitla & Co. .... Wholesale Dry Goods.

## DRUGS.

Bole, D. W. ....	Martin, Bole, Wynne Co. .... Wholesale Drugs.
Howard, J. F. ....	J. F. Howard & Co. .... Drugs.

## FINANCIAL AND REAL ESTATE.

Aikins, J. S. ....	Aikens & Peplar ..... Fin. Agents and Real Estate.
Brock, J. H. ....	Carruthers & Brock ..... Fin. Agents and Insurance.
Campbell, G. H. ....	Financial Agent.
Carruthers, G. F. ....	Carruthers & Brock ..... Fin. Agents and Insurance
Crotty, H. S. ....	Crotty & Cross. .... Fin. and Real Estate.

Fisher, W. M.	West Can. Loan & Sav. Co.	Manager.
Hespeler, Wm	Man. Loan Co.	Manager
Jamieson, R. W.		Financial Agent.
Maulson, G. I.	Lon. Can. Loan & A. Co.	Manager.
Nanton, A. M.	Osler, Hammond & Nanton.	Financial Agents, etc.
Nares, L. A.		Financial Agent, etc.
Perdue, W. E.	Frontenac Loan & Bld'g Soc'y	Registered Agent.
Russell, Jno.	Freehold Loan Co.	Local Manager.
Webb, T. Harry	The Manitoba Trusts Co.	Secretary.

## FIRE AND LIFE INSURANCE.

Archibald, A. C.	Scottish Union Insurance Co.	General Agent.
Gilroy, Thos.	Sun Life Assurance Co.	Manager.
Kirby, W. T.	Kirby & Colgate	Fire Insurance, etc.
Lambert, H. M.	Atlas & Guardian Insurance Co.	Local Manager.
Morgan, J. G.	New York Life Co.	General Agent.
Nixon, F. J.	Commercial Union As. Co.	Branch Manager.
Scrimes, W. W.	Hartford Fire Insurance Co.	Superintendent.
Waugh, J. C.	Commercial Union As. Co.	Branch Manager.

## WHOLESALE FRUITS, ETC.

Bright, A.	Bright & Johnston	Wholesale Fruits.
Rublee, M. W.	W. M. Rublee & Co	Wholesale Fruits, Etc.
Scott, R. R.	Macpherson Fruit Co	Wholesale Fruits.

## GRAIN AND MILLING.

Atkinson, Arthur		Grain.
Bawlf, N.		Grain.
Black, W. A.	Ogilvie Milling Co.	Millers and Grain.
Bready, T. T. W.		Grain.
Clark, S. P.		Grain.
Hastings, G. V.	Lake of the Woods Milling Co.	Millers and Grain.
Hastings, W. A.	" " "	Millers and Grain.
Horn, David		Grain Inspector.
McBean, Arch	A. McBean & Son	Grain.
McBean, D. G.		Grain.
McGaw, S. A.		Grain.
McMillan, D. H.	D. H. McMillan & Co.	Grain.
Martin, Wm		Grain.
Matheson, W. A.	Lake of the Woods Milling Co.	Millers and Grain.
Mitchell, Jas. A.		Grain.
Muir, Robert	R. Muir & Co.	Millers and Grain.
Nairn, Stephen		Oatmeal Mills.
Ogilvie, W. W.	Ogilvie Milling Co.	Millers and Grain.
Spink, S.		Grain.
Steele, C. H.	Hudson's Bay Co.	Mill Manager.
Thompson, F. W.	Ogilvie Milling Co.	Manager.

## GROCERIES AND LIQUORS.

Campbell, R. J.....	Sutherland & Campbell .....	Wholesale Grocers.
Galt, G. F.....	G. F. & J. Galt .....	Wholesale Grocers.
Galt, Jno.....	" .....	Wholesale Grocers.
Gordon, Ben.....	Hiram Walker & Co.....	Wholesale Liquors.
Georgeson, Wm.....	Thompson, Codville & Co.....	Wholesale Grocers.
Hargrave, J. G.....	" .....	Groceries.
Macdonald, Alex.....	A. Macdonald & Co.....	W. Groceries and Prov.
Mackenzie, K.....	K. Mackenzie & Co.....	Wholesale Grocers.
Strang, Andrew.....	Strang & Co.....	Wholesale Liquors, etc.
Thompson, W. J.....	Thompson, Codville & Co.....	Wholesale Grocers.
Turner, J. L.....	Turner, Mackeand & Co.....	Wholesale Grocers.

## HIDES AND WOOL.

Carruthers, A.....	A. Carruthers & Co.....	Hides and Wool.
Leadley, H.....	Toronto Hide & Wool Co.....	Manager.

## LUMBER AND FUEL.

Adams, D. E.....	Dominion Coal Co.....	Manager.
Manning, R. F.....	Western Coal Co.....	Manager.
Robinson, T. D.....	T. D. Robinson & Co.....	Fuel and Lumber.
Robinson, Capt. W.....	" .....	W. Fish and Lumber.
Sprague, D. E.....	" .....	Lumber Mills.

## MANUFACTURERS.

Bryan, Geo.....	Bryan & Lee.....	Cigars.
Bull, M.....	Royal Soap Co.....	Manager.
Chambers, J. H.....	Paulin & Co.....	Mfrs. Biscuits and Confec'y
Drewry, E. L.....	Redwood Brewery.....	Brewers, Aerated Waters, etc.
Hutchings, E. F.....	" .....	Wholesale Saddlery.
Leslie, Jno.....	Leslie, Bros.....	Furniture.
McKechnie, Jno.....	Vulcan Iron Co.....	Manager.
Rutherford, W. T.....	W. T. Rutherford & Co.....	Cigars.
Stovel, H. C.....	Toronto Type Foundry.....	Manager.
Dyson, D. J.....	The Dyson Gibson Co.....	Manufacturers, Spices, etc.
Esh, Geo. W.....	Waterous Engine Co.....	Manager.
Wilson, C. H.....	" .....	Furniture.

## MISCELLANEOUS.

Barre, A. E.....	Barre Bros.....	Jewellers, etc.
Bertrand, S. A. D.....	" .....	Official Assignee.
Bissett, E. H.....	Water Works Co.....	Manager.
Cameron, H.....	N. W. Electric Co.....	Secretary-Treasurer.
Chipman, C. C.....	Hudson's Bay Co.....	Commissioner.
Dingwall, D. R.....	" .....	Watches and Jewellery.
Harris, J. W.....	" .....	Assessment Commissioner.
McCreary, W. F.....	" .....	Immigration Commissioner.
Ruttan, H. N.....	" .....	City Engineer.
Scroggie, Jas.....	R. G. Dun & Co.....	Manager.
Sprado, F. W.....	Hotel Manitoba.....	Manager.



## PAINTS AND OILS.

Body, J. A. ....	Body & Noakes. ....	Linseed Oil Mills.
Judd, W. E. ....	Standard Oil Co. ....	Manager.
Sharpe, H. E. ....	The Imperial Oil Co. ....	General Agent.
Stephens, G. F. ....	G. F. Stephens & Co. ....	Wholesale Paints and Oils.
Wilson, Horace. ....	H. Wilson & Co. ....	Wholesale Paints, etc.

## PRINTERS AND PUBLISHERS.

Buchanan, D. W. ....	"The Commercial" ....	Publisher.
Buckle, John P. ....	The Buckle Printing Co., Ltd. ....	Printers, Lithographers, etc.
Bulman, Thos. ....	Bulman Bros. ....	Lithographers, etc.
Richardson, R. L. ....	"The Tribune" ....	Managing Editor.
Stovel, Jno. ....	The Stovel Co. ....	Printers and Publishers.
Somerset, J. B. ....	"Man. Daily Free Press" ....	Manager.

## RAILWAY AND TELEGRAPH.

Baker, W. R. ....	Manitoba & N. W. Railway. ....	General Manager.
Dwight, L. W. ....	G. N. W. Telegraph Co. ....	Superintendent.
Hanna, D. B. ....	Lake Manitoba Ry. & Canal Co. ....	Superintendent.
Kerr, Robt. ....	Canadian Pacific Railway Co. ....	Traffic Manager (West. Div.)
Swinford, H. ....	Northern Pacific Railway Co. ....	General Agent.
Whyte, Wm. ....	Canadian Pacific Railway Co. ....	Manager Western Division.

## STATIONERY.

Richardson, R. D. ....	R. D. Richardson & Co. ....	Stationer and Publisher.
Richardson, C. S. ....	Richardson Stat'ry & Puh. Co. ....	Manager.
O'Loughlin, J. M. ....	Consolidated Stationery Co. ....	President.

## STOVES AND HARDWARE.

Anderson, T. A. ....	Merrick, Anderson & Co. ....	Stoves and Hardware.
Ashdown, Jas. H. ....	.....	Hardware.
Baskerville, C. A. ....	.....	Hardware and Stoves.
Burridge, Jas. ....	Manager for C. & E. Gurney. ....	Wholesale Stoves, etc.
Driscoll, J. W. ....	McClary Manufacturing Co. ....	Stoves, etc.
McMahon, W. G. ....	.....	Wholesale Stoves, etc.
Miller, H. ....	Miller, Morse & Co. ....	Wholesale Hardware.
Reaman, W. C. ....	Jas. Robertson & Co. ....	W. Hardware and Metals.
Wood, Geo. D. ....	Geo. D. Wood & Co. ....	Wholesale Hardware.



## President's Address.

### GENTLEMEN OF THE BOARD,

Following the usual course I will address a few words to you upon the occasion of my retirement from the high office to which you elected me a year ago. It has been my pleasure to fill the chair during the most auspicious year in the history of our empire,—the Diamond Jubilee Year of our beloved Queen. The demonstrations of loyalty everywhere spontaneous, were nowhere more genuine than in our Province and in our city. No less auspicious was the past year for the trade interests of the country which it is the duty of this board to foster and protect. Blest with a satisfactory crop and higher prices than have prevailed for nine years, the farmers, and in turn the trading community have had a season of prosperity never before experienced in the Province.

### WORK OF THE COUNCIL

You will notice from the report of the council that a large number of subjects of varying importance engaged the attention of the Board, a few of which I will briefly review :

### INSOLVENCY LEGISLATION.

This question has been before the Board for three years past and each succeeding session of Parliament and the various attempts at legislation have always quickened an interest in this important subject. The statement recently made in the East that the Winnipeg Board of Trade was opposed to an

insolvency law is not correct. The committees appointed to consider the question have always reported in favor of the principle but against the details of the bills presented to Parliament. The Province of Manitoba is happy in the possession of an Assignment Act at once satisfactory and practicable, and while I agree that a law applicable to all the Provinces alike would be most desirable, I would recommend continued caution by this Board when asked to pass upon bills now pending before Parliament or anything that may appear in the future. Simplicity, economy and equity should be the cardinal principles of a bankruptcy act, all of which we enjoy under Provincial legislation. As the law now stands in Manitoba, an assignment is the natural outcome of an insolvent condition, and as an assignment cannot be preceded by undue preferences, either voluntary by the debtor or by process by the creditors, and as the law is simple and inexpensive in operation and equitable in application it is plain the condition of our Province cannot be very much improved by an act of insolvency; still Canada should have a law common to all the Provinces and when a bill is introduced bearing the stamp of justice to all classes the Winnipeg Board of Trade will gladly support it.

#### DUTY ON OATS AND OATMEAL

The short oat crop in the West during the past year and the consequent high price has developed an anomaly in the Customs tariff which worked great injustice to an important Western industry, resulting in the suspension for the time being of some of the oat meal mills of the country. The duty on sufficient oats to make a sack of oatmeal is just one hundred per cent more than on the manufactured product. The result is that the millers South of the line in States where oats are more plentiful have laid down oatmeal in Manitoba cheaper than it could be made here. I feel sure you will

commend the action of the Council in drawing the attention of the Government to the facts. Providence may, by giving an abundant crop of oats this year come to the aid of the millers and this may obscure for the time being the curious clause of the Customs law, still I think it would be wise for the incoming Council to press for change, if our efforts of last year should fail.

#### MAIL SERVICE.

You will notice from the report of the Council that we had much to do with the Post Office department during the year. The Department acted promptly on our request for mail service between Winnipeg and Port Arthur and intermediate points on Fridays and back on Tuesdays. The Government also granted the prayer of our petition for mail service on the Dauphin Railway, although not quite so promptly. Other matters of minor importance pertaining to the City service were improved, but I regret to state our repeated efforts to secure mail service on the Portage branch of the Northern Pacific have up to the present been unsuccessful. A man on horse-back with a mail bag paralleling the line of railway may be an amusing spectacle but it is not up to date, and I hope the new Council will take the matter up again with better results, as the present method of serving the Post Offices on this line and the ones adjacent to it is hurtful to the development of this important district. I would also commend to the attention of the new Council an urgent request from Cardston, Alberta, for increased mail facilities. There are now 1300 people in the Leey's Creek settlement and they only get one mail a week. A mail at least twice a week from Lethbridge and by a livelier conveyance than now used would be of practical service to Winnipeg wholesale merchants who are doing a constantly increasing trade with this progressive district. At present

unless very close connection is made, collections take three weeks to go from Winnipeg and return; besides the importance of the district deserves better service.

#### NEW BOARDS OF TRADE.

We have been glad to assist during the year in the organization of local Boards of Trade in some of the Western towns. Local trade organizations are very useful, and I hope every trading centre of importance in the country will see its necessity. Those of us who have had experience in smaller towns know the local jealousies and differences which grow up, to the great prejudice of the best interests of the town. When business men meet together as a trade organization, they learn to know one another better, and appreciate one another more. Their minds enlarge, they learn to give and take, and finally when they are quite sure the motives of their neighbors are as pure as their own, they are willing to co-operate and pull together for the common good.

#### THE KLONDYKE.

The discovery of gold in very large quantities on the Klondyke and its tributaries, and other parts of the Yukon district in North-Western Canada, has aroused an interest never before experienced in the history of gold-mining, and the rush to these new fields from all parts of the world, is astonishing, if not alarming. You will see from the report before you, that this Board has been urged to advocate the Edmonton route to the Yukon. I would be very sorry to advise any person to take any route, as I feel sure there are more people on their way, by many thousands, than is necessary for the needs of trade incident upon legitimate mining development, yet it would be very unwise for us to close our eyes to the fact that people are going in very large numbers, and a

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large trade is developing. The route, then, is a matter of vital importance to the business interests of Winnipeg. If an interior route is found practicable, and the evidence submitted from various sources appear favorable, there is no doubt the interests of Winnipeg lie in that direction. With freight rates to the coast so badly against us, we cannot hope for very much of the Klondyke trade, if passengers and merchandise go by way of Pacific ports. There is one thing evident, and it should not be forgotten by the Canadian government and the C.P.R., that an interior route would be distinctively Canadian. Merchandise shipped by this route would be all, or nearly all, drawn from Canadian sources. It would appear, therefore, to be the duty of our government to test fully the possibilities of this route in the interest of Canadian development. There is another and very important reason urged in favor of the Edmonton route: The Peace River country, and other important districts have long been known to possess very great wealth, and as a considerable percentage of the people bound for the Yukon are hardy prospectors, discoveries of importance would no doubt be made, to say nothing of the agricultural and ranching possibilities of this region. It is, therefore, plainly the duty of this Board to keep constantly before the authorities the importance of opening up a route to the Yukon through our own territory. The last meeting of the Council had placed before it maps and folders issued by American railway corporations doing business in Canada. They were descriptive of Yukon, giving climate, mining laws, and information concerning that country, and advising gold seekers and others to purchase their outfits and supplies in American coast cities. The whole is an attempt to deceive people into the belief that the new gold fields are in American territory, with the object of inducing traffic for their roads and trade for their terminal cities, but it will work its own cure, and the Council decided to refuse a request for resolutions on the subject.



## FREIGHT RATES.

One of the most important subjects before the Board last year was the ever-important one of freight rates. If Winnipeg is anything in particular, it is especially a wholesale centre, but it is not so because of any favors hitherto shown it by the railway companies. It is a large distributing centre because of its geographical position, and the energy of its business men. Through rates to points in our own immediate constituency have been against us, while the discrimination against Winnipeg to Kootenay points has practically shut us out of that market. Up to five years ago, we had a large trade in West Kootenay, but during the period named, freight rates have been so badly against us, we were compelled to withdraw almost altogether, sustaining a heavy loss of trade, one house alone being obliged to forego over one hundred thousand dollars worth of business per annum. The Board has all along felt that Winnipeg was entitled to fairer treatment. We never asked for favors, we simply asked to be placed on the same footing as our competitors in the matter of freight rates. If that right was granted us, we never feared the result. I am happy to be able to report to you that the untiring efforts of the Board have at last resulted in a recognition of this principle by the railway corporations.

Through rates from the East to all points west of Winnipeg as far as Revelstoke and in the Kootenay country are now the same as the two rates combined from the East to Winnipeg and out again, except that cartage and handling charges at Winnipeg, amounting to from four to eight cents per hundred pounds for the first five classes are added to the latter. These charges are, of course, still a handicap, but I am not prepared to say that they are unreasonable. I feel sure this simple act of justice will result in great good to the business

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interests of Winnipeg, and in turn to the entire country tributary. The various steps in the negotiations cannot be mentioned here, suffice it to say, that your committee and Mr. Ashdown, who was sent to represent the Board in the East on this question, have had a large amount of work to perform, and deserve the best thanks of this Board.

#### IMPROVEMENT OF ST. ANDREW'S RAPIDS.

True to the traditions of the Board this subject was again before us. My predecessor, addressing you a year ago, expressed the hope that during the then approaching session of Parliament an appropriation would be made for this work. This hope was justified by statements made by the Honorable the Minister of Public Works, after looking carefully over the ground, and subsequently by the engineer of his department. I need hardly tell you that no appropriation was made, and I regret to state the prospects are not as bright as a year ago. In years past the chief argument against this work was the cost. Officials of the Government persisted in naming a figure far in excess of the figures estimated by local authorities. This conflict of opinion was an excuse, though not a substantial one, nevertheless an excuse for delay. When this point was settled and the City Engineer was found to be correct, we naturally looked for the work to go on, but a new opposition developed. We are now told the work would only be of local interest and of no value to the Province at large. I am sorry this kind of opposition has been introduced. The Province should not be set against itself, and politicians who would set the city against the country and the country against the city, are doing both an injustice, by misrepresenting, I believe, the true feelings of all, and checking development which it should be the duty of all to promote. I have been a member of the Council of this Board for 7 years, and I think I am in a posi-

tion to know the aspiration of its members. It is not that we should live and others should die, not that the city should prosper at the cost and sacrifice of all else, but the interests of the whole Province have always inspired our best efforts. I believe the people outside the city in the Province appreciate this fact, and I refuse to believe that they are opposed to an interest charge of three-tenths of a cent per head per annum because, forsooth, this work would benefit Winnipeg only. But is the statement correct that this work is only of local interest? Records of the Department of the Interior show that up to last year 83,634,838 feet of lumber, 11,327,300 shingles and 3,657,100 lath were cut and manufactured from lands surrounding the southern portion of Lake Winnipeg. This trade was chiefly in the early eighties along the Red River as far as the International boundary line, and in spite of difficult navigation, but which was then much better than at present. There is still uncut, in close proximity to the lake, over 150,000,000 feet of good merchandisable timber, notwithstanding that \$12,000,000 worth has been destroyed by fire during the past fifteen years. I am surely right when I say that if this timber was made accessible by the improvement of the St. Andrew's Rapids, the whole Province would be benefitted, to say nothing of the development of an important industry within the borders of our own Province. Large deposits of iron and other minerals which are known to exist in the Lake Winnipeg region can never be developed unless better navigation be secured. The supply of fuel, in the shape of cordwood along the lake and within easy distance, is known to be practically inexhaustible. This is important to the city, but it has a provincial bearing also. Let me quote from a non-official report, on file in the office of the Board, from an official of the government well qualified to speak.

"To observing people, the question of future cordwood supply for the City of Winnipeg, the Red River Valley, and

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" parts of Central Manitoba is becoming a serious one for contemplation, as, without a new source of supply opening up, in a very few years these places will be wholly dependent upon coal for fuel.

" Winnipeg has for many years drawn its supply of cordwood from the territory adjacent to the main line of the Canadian Pacific Railway, East, between East Selkirk and Keewatin.

" This territory has been pretty well cut over for a distance of fifteen miles on either side of the track, and cannot be depended upon much longer.

" Owing to the now-limited quantity of cordwood to be got from the East, Winnipeg is drawing on the Pembina Mountains and Tiger Hills and even from the Eastern slope of the Riding Mountain (via the Lake Manitoba Railway & Canal Co.) for cordwood supplies besides upwards of 4,000 cords of wood were brought in from the States during the past year.

" The most serious aspect of this is that the supply coming from West of Winnipeg must, if a check is not made, rapidly denude the lands of timber there, causing a still more serious blow to the country, in that a large and populous agricultural district will be left without a supply of timber. The settlers residing along the Red River between Winnipeg and Emerson and for some distance West of the river draw their fuel requirements from the East bush, distant about forty miles East of the river."

It is plain, therefore, that this work is of more than local interest. It is even of more than Provincial interest, it is of national interest. The Red River is a national highway, owned and controlled by the Government in trust for the people. It is their duty to make it useful to the people and

it will continue to be the duty of this Board, understanding the many drawbacks and discouragements, to persist in their efforts until the work is accomplished.

There were a great many other matters of considerable importance under consideration and about which I would like to supplement a few observations of my own but time will not permit. I will only mention in a hurried way a few which appear to me to deserve special notice.

The Express rates charged by the principal company doing business in this country have always been considered excessive and you will see from the comparative rates in the Council's report that we were quite justified in demanding a reduction. Our first efforts were not successful but I am pleased to say the company favored the people with a very substantial reduction which we were glad to accept as a sort of Christmas present.

The settlement of the vacant lands adjacent to Winnipeg has been a matter for consideration for years. I was in hopes that I would be able to report to you a matured plan but the question is still in the hands of an able committee whom I trust you will be good enough to continue in office when something practicable will, I have no doubt, be evolved.

You will no doubt read with interest the action of the Board respecting the beet root sugar industry, experimental farm in the Red River Valley, legal rates of interest, regulations respecting fruit importation, dredging at Fort William, and other topics of more or less importance.

#### STATE OF TRADE.

In years past we have been accustomed to speak hopefully of the state of trade. We always had faith in our

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country but very often the bird in hand was weak and sickly. I am happy to say that we have entered upon a new era. We are as confident as ever of the future but we enjoy the additional felicity of genuine prosperity. Winnipeg bank clearings for 1897 amounted to \$84,435,000, over \$20,000,000 more than any former year. In bank clearings we now rate after Toronto and stand 3rd in the Dominion. Another banking incident is the fact that some of our banks exceeded their circulation during last fall and were obliged to send out notes of other banks to meet the needs of their customers.

These things in themselves are gratifying but they may indicate only temporary inflation incident on causes which we are not always sure of. High prices and an exceptionally favorable season for marketing wheat swelled the clearings for October, November and December and also accounts for the circulation phenomena. I am glad to say there are other facts in connection with our development which are a truer indication of our condition and are a more satisfactory guarantee of the future. All classes in the country are improving their methods. Farmers are learning that success will come only with good farming and that wheat alone is a mistaken policy. Business men are learning that indifferent methods are as sure of failure as slip shod farming. Our present condition is not the result of a single year's crop; the country has been gradually pulling itself together for five years. During that period our export cattle trade (including the Territories) has grown from less than a quarter of a million to over two and a quarter millions. Five years ago we were importing hogs, last year we exported from Manitoba, dressed and on foot, 12,500 besides slaughtering over 25,000 in Winnipeg, and Government statistics inform us that there are 75,000 still in the country. It is not long since we were importing butter and cheese; now we are exporting, and promise to be one of the great dairy countries of the world.



Five years ago we had in one year 123 business failures in this country, including the Territories, with liabilities of \$152,066 in excess of the assets. Last year we had but 62 failures, with assets over \$50,000 in excess of the liabilities.

A noticeable feature of our condition is the increased facilities for carrying on the work of the country both on the farm and business places. Our elevator capacity west of the lakes is now 18,378,500 bushels or sufficient to store at one time a total average export crop. Our cattle exporting firms are strong financially and have extensive and with all economical arrangements for handling their business. One firm is wintering no less than 11,000 head in the country, for which they pay from \$3.50 to \$6.50 per head, which adds, of course, to the revenue of the people. Creameries and cheese factories are multiplying, and farmers are improving their farm buildings, no less than \$935,310, according to Government returns, was expended in this class of improvements during the year, while 1,370,685 acres of land were prepared for this year's crop. These things all show that farmers and business men have things well in hand and are prepared for an occasional bad year, or can handle comfortably a good year, as the future may favor us. Another piece of evidence in favor of prosperity is the almost phenomenal decrease of Loan companies arrears. On the 31st of December 1895, 19 loan companies and other companies making loans, reported to the Provincial Government that they had out in the Province on mortgage security, \$11,876,828 and that the arrears amounted to \$471,523. On the 31st of December 1896 only 11 of these companies made reports but they show an increase of business of less than one per cent, and a reduction of arrears of 33 per cent. There are no returns for last year but I learn from local managers that the reduction of arrears during 1897 was even greater than 1896. One leading company with over



\$3,000,000 out only had \$44,427 interest arrears and about \$20,000 principal on the 31st of December last. Another large company had 81 parcels of land at the beginning of last year and sold 59 before the year closed. Another manager says that arrears are less than half of one per cent of their entire business. Still another company with \$1,836,421 of loans only have \$13,900 arrears of interest and \$39,953 worth of real estate on hand. The banks report large increase in deposits and decrease in discounts, this is especially true of Provincial branches.

These evidences are encouraging but they should not delude us into the false notion that everything is right and nothing is wrong in the country. I have stated that we are improving our methods but we have still much to learn. Credits are too cheap in the country. They are not as bad as they were, but they are still bad and the people most responsible are the banks and wholesale houses, but I suppose they are victims and slaves of a system. I notice that a convention of Boards of Trade will soon be held in Ottawa for the purpose of considering insolvency legislation. If that body would enlarge the scope of discussion and resolve that terms of credit should be reduced to 30 days, or at the most 60 days, and if wholesale houses would act on this resolution we would have less use for an insolvency act.

I am not a farmer but I will mention a fact to show that there is something wrong on the farm or ranch. Our beef sells in the Old Country  $1\frac{1}{2}$  cents a pound less than South American and Western States beef. A leading exporter informs me that this can be corrected by breeding and greater care in the fattening process. Of course this is a new country and I have no doubt that this matter will be corrected as it is important that such a staple as beef should take the

highest price and rate along with our wheat, first in the markets of the world.

Trade in the city is in very good shape. Wholesale houses have had a good year both in point of volume and collections, and I believe they are entering another year of even greater promise. The mineral development going on in the Lake of the Woods district, and the success attending the labors of the agriculturalist of the west have had a marked effect upon this market. The opening of the Crow's Nest Railway will, we hope, improve our position, as there is now no doubt of the mineral wealth of both East and West Kootenay.

Our manufacturing interests are advancing apace. The recent announcement that arrangements have been perfected for the slaughtering of beef on a large scale in the city is, I believe, a step towards an important industry—that of beef packing. The manufacture of hog products, leather and leather goods, are assuming considerable proportions, while our milling interests have long been noted. I mention these lines specially, as they are what I might term, "our natural industries"; the raw material is produced in the country, and the finished product consumed. The only danger to be anticipated is the scarcity of fuel; the improvement of the St. Andrew's Rapids would remove this danger for all time.

The retail trade, although overdone in some lines, is, generally speaking, on a much better basis than for many years past. Like all other centres of trade, Winnipeg is suffering from an overplus of dealers who should never have gone into business. Men without capital, by some means (not very flattering to the business sagacity of the wholesale houses or banks) crowd in, and what is still worse, an even greater num-

ber get themselves into business who have no knowledge of the lines they take up. In both cases, cutting of prices and other symptoms of decay soon set in to the prejudice of legitimate trade. On a former occasion I suggested certain legislation as a remedy for this evil, but we are told we are living in a day of free institutions, and the freedom of trade, above all things, must not suffer. My answer is the old maxim, "Too much freedom is the greater tyrant." So large a subject, of course, cannot be discussed here in detail, but I would recommend it to the consideration of thoughtful men.

In conclusion let me say that I would like to see a more wide-spread interest taken in the work of the Board. For some reason there is a feeling that the work is done by a few in the interests of a few, but this is a great mistake. Important things are very often accomplished which the public feel comes as a matter of course and not by any effort of the Board. The result is the work of the Board is often lost upon the larger public. I think that during the coming year the Board might very well consider the advisability of creating sections. An effort was made in this direction some years ago but did not succeed for the reason, I think, that the divisions were made too numerous resulting in sections too small. The divisions might consist of a wholesale, retail, financial, fuel and lumber sections, each of which could nominate their representative on the Council. I think this plan would have the effect of keeping the entire business community in touch with the Board and they would learn in turn the real work accomplished. It is, I think especially desirable that a larger representation of retailers should be had to take part in the active work of the Board.

I desire to thank the Board and Council for their very courteous and kindly treatment while I occupied the chair

and I desire to especially mention the painstaking and effective work accomplished by the Secretary who has just completed ten years of service. I hope the slight recognition suggested by the Council will meet with your approval.

D. W. BOLE.



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## **Report of the Council.**

Winnipeg, 1st February, 1898.

To the Members of the Winnipeg Board of Trade.

GENTLEMEN,

Your Council begs to present to you its Nineteenth Annual Report. The following matters received attention during the year:—

### **BUSINESS MEN'S CONVENTION.**

As reported at the last Annual Meeting, a business men's convention was called to meet in Winnipeg on the 4th and 5th of February, the two days succeeding the Annual Meeting of this Board. The Council is pleased to report that a large number of business men from the City, Province and Territories, were in attendance at the convention, which was held, through the kindness of the City Council, in the City Council Chamber. At the close of the convention, your Council proposed to that body, that if it's so desired, the Board would publish in pamphlet form and distribute the various resolutions passed during the two days' sessions. The offer was received with thanks by the business men present, and in consequence 1,200 copies of such a pamphlet were printed and distributed to business



men west of Lake Superior, members of the Dominion, Manitoba and Territorial Legislatures, the leading newspapers in Canada, and members of this Board. Your Council does not deem it necessary to again present these resolutions to the members of the Board, but for the purpose of record will herein merely give a list of the subjects considered, and upon which resolutions were passed.

Western Business Men's Convention; Immigration; Canadian Commercial Agents Abroad; Manufacturing; Two Cent. Letter Postage; Early Closing; Trade Councils for Small Towns; Permanent Grain Standards; Fire Insurance Rating; Cold Storage and Refrigerator Transportation; Creamery Products; Auditing of Municipal and School Accounts; Merchandise Assessment; Exemptions; Collection of Small Debts etc.; Western Waterways; Excessive Express Charges; Freight Rates on C. P. R.—Western Division; Crow's Nest Pass Railway; Freight Rates between the Prairies and British Columbia; Railroad to Hudson Bay; Extension of Pipestone Branch—C. P. R.; Aid. to Manitoba and North Western Railway.

By resolution the convention requested this Board to take charge of the presentation of copies of these resolutions to the authorities or persons having jurisdiction in the various matters dealt with. This was accordingly done, and while, in some cases, a simple acknowledgment was made of the receipt of the resolutions, in others considerable correspondence was occasioned, and reference will be made to these under other heads in this report.

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## RESOLUTION RE IMMIGRATION.

At the last annual meeting the following resolution was passed :—

RESOLVED—“ That in the opinion of this Board the question of immigration is the most important one that engages the attention of this Province and the Dominion.

“ That it therefore desires to express the satisfaction it feels in learning that those in authority are prepared to take vigorous steps to promote the settlement of this country ; and in this connection, to again affirm the opinion of the Board that the most important factor in the settlement of the country is the securing of low rates of transportation for the products of the country to the markets of the world, and that, in the opinion of this Board, an immediate announcement of the reduction of rates on grain from a central point in Manitoba, say Portage la Prairie, to Lake Superior Ports, of from seventeen cents per hundred pounds to a minimum of twelve and a half cents per hundred pounds (and proportionately from other points in Manitoba and the Northwest Territories), would do more to encourage the farmers to promote immigration to the country than the annual expenditure of the amount of such a sum, as this reduction would give, if expended in any other manner.”

A copy of the above was forwarded to the Hon. the Minister of the Interior.

## TARIFF COMMISSION.

In view of the fact that two members of the Dominion Government, acting as a Commission to receive statements re-

specting the Customs import tariff and its workings, notified this Board that they would hold sittings in Winnipeg, the Board at its annual meeting passed the following resolution :-

RESOLVED--"That this Board take the same steps to bring evidence before the Tariff Commission as has been adopted by the Montreal and Toronto Boards, namely, that members, and others, be invited as individuals, to present any evidence they may desire to the Commission, and that this Board afford every facility possible to the Commission in its work."

The Secretary, in conjunction with Mr. R. L. Richardson, M.P.P., secured the City Council Chamber for the Commission to hold its meetings in, and the Council is pleased to say that the ministers, after the conclusion of the sessions held, expressed their entire approbation of the arrangements made for their convenience and comfort, and thanked the Board for its assistance in the matter.

Persons representing many interests appeared before the Commission and presented their opinions. As full reports of the evidence tendered was published in the press, your Council does not deem it necessary to make further remarks thereon

#### A MINT FOR CANADA.

The Hon. Senator T. R. McInnes, in May last, forwarded to this Board a copy of the following resolution which he intended moving in the Senate at Ottawa :-

RESOLVED--"That in the opinion of this House it is both desirable and expedient that the Government should, at the

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earliest possible date, establish a mint in Canada for the purpose of coining all gold and copper currency required to meet the commercial requirements of the country."

Senator McInnes requested an expression of sympathy with the above resolution from the Winnipeg Board. As, however, it was known to your Council that diverse opinions on the subject of a Canadian mint were held by Canadian bank officials, and as we had no data of importance bearing on the subject, the Council decided that they were not prepared, at the time, to pass an opinion, either for or against the resolution. The question came up in the Senate and was warmly discussed there, but action was deferred until this year. The Hansard debates on the subject are now at the disposal of the Council, and its successors may deal with the matter as they see fit.

#### CITY GAS FRANCHISE.

On the invitation of the City Council, the Board sent two delegates to a meeting held for the purpose of discussing the question of the city gas franchise, in view of a proposition made to the City Council by the Gas Company. The Council in connection with this matter, passed the following resolution:—

"That in the opinion of this Council, it would not be in the interests of the City of Winnipeg to incur the debt necessary to establish and maintain a rival system of gas works in the city; but it would be advisable that the City Council enter into some reasonable agreement with the Gas Company to secure a reduction of prices in gas, with such provisions as will secure a further reduction from time to time."

Several conferences were held between the City Council and the Management of the Gas Company, but no formal agreement was reached. It is satisfactory to note that shortly after the conferences mentioned were held, the price of gas was substantially lowered.

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#### EXEMPTION OF CIVIL SERVANTS.

On the 20th of April last, a deputation from the Winnipeg Retailers' Association addressed the Council on the subject of petitioning the Dominion Government to place the civil servants of the Federal Government under the same law respecting exemption and garnishees for debt, as are all other citizens of Canada.

Your Council, fully agreeing with the terms of the petition, signed the same on behalf of the Board.

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#### EXPERIMENTAL FARM.

In February, 1897, the Council again represented to the Minister of Agriculture at Ottawa the extreme necessity existing for a Dominion Experimental Farm in the Red River Valley district, and urged that an appropriation be made, at the then approaching Session of Parliament, for such an object. The members of Parliament for constituencies in the Red River Valley were written to, and requested to press upon the attention of the Minister the advisability of locating an experimental farm in the eastern part of the Province. Favorable replies were received from all of the members, and

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your Council has been informed that they approached the Minister. It is understood, however, from correspondence received from Ottawa, that the Minister takes the ground that special legislation would be required to establish this experimental farm, and that, as no one Province has more than one farm, the Government could not see their way clear to establish a second in Manitoba. As no final answer has yet been received from the Minister, your Council would suggest to its successors in office that they approach the Government in this matter.

#### MANITOBA'S EXPORT STATISTICS.

Soon after the last Annual Meeting, the Council took up the matter of the export statistics of this Province, as shown in the Trade and Navigation Returns of the Dominion. It was represented to the Hon. Wm. Paterson, Minister of Customs, when he visited Winnipeg last spring, that though Manitoba had exported millions of bushels of wheat during the preceding year, that the blue books issued from his department did not show such to be the case. Arrangements were made with the minister that a Committee of the Council should confer with Major Young, Inspector of Customs at Winnipeg and that any suggestions the Committee would offer would receive full consideration. He further gave the assurance that he was greatly interested by the statements made to him, and he would give personal attention to any plan proposed to secure the objects aimed at by the Committee.

After consultation with Major Young, the following proposition was submitted to the Minister, who now has it under consideration :—



"Have an Order in Council passed, and a Customs' Departmental Circular issued, based on that O. in C., ordering that all collectors and officers concerned, in the Dominion, should see that on the presentation of export entries of all "Goods the Produce of Canada" on form B. 13, that the shipper or person making the entry also gives on the entry form, above his signature and affidavit, the name of the Province from which the goods or produce emanated; and that the entry form should bear a foot note on its face, directing that if the goods or produce came from any other Province than the one in which the port of exit was situated, that the entry was not to be posted in the Export Aggregates or Register of that port, but that a triplicate copy of the entry was to be forwarded, for posting, to a selected port in the Province from which the goods or produce came.

"In this way the Export Returns of each Province would give a correct detail of the exports of the produce, including such as passed out of the Dominion via a port of export in another Province.

"Manitoba would get credit in the Trade and Navigation Returns, as published and as circulated in Great Britain and Europe, for its exports of wheat, oats, barley and flax, and the produce of these grains, even when such exports were made via Montreal, St. John, Fort William, Port Arthur or Vancouver. The cattle exports of the N. W. Territories and the Province would likewise be correctly shown.

"The exports of the Province of Ontario in cattle, horses, butter, cheese, and other products, would likewise be credited to that Province, even when exported via Montreal, St. Johns, or Vancouver.

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"If it should be necessary, for purposes of the Port of Montreal, as a shipping Port, to have figures giving the business outwards of the Port, then the Reports Outwards of the steamers could be utilized for that purpose, in connection with the shipping returns."

#### THE BELL TELEPHONE COMPANY'S RATES.

The City Council of Toronto, Ontario, submitted to this Board, for its consideration and co-operation, a petition to the Dominion Government praying that the application filed with the Government by the Bell Telephone Company, for power to increase their rates, be not granted, but that enquiry be made by a commission:—first, into the telephone business, and the cost thereof, and what price, paid by subscribers, will give a reasonable profit on money invested therein; second, into the charges, profits and expenses, and into the correctness of the financial, and other statements of the Bell Telephone Company; third, that the petition of the Bell Telephone Company be not granted, unless and until it is shown, upon enquiry, that such increase is necessary to enable them to make a fair profit.

The Council signed the petition, and forwarded a copy to the Winnipeg City Council, which was also signed by that body and forwarded to the Governor in Council. It is understood the matter is yet under consideration by the Government.

#### LONDON CHAMBER OF COMMERCE BANQUET.

The President was honored by an invitation from the London, England, Chamber of Commerce, to attend the ban-

quet given by the Chamber to the Colonial Premiers who were in London in connection with the celebration of the Queen's Diamond Jubilee. Unfortunately, the President was unable to attend, but from the accounts received of the banquet, it was a magnificent affair, the gathering comprising, as it did, representative business men from all parts of the British Empire.

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#### QUOTATIONS OF WHOLESALE PRICES TO CONSUMERS.

Following the holding of the Winnipeg Industrial Exhibition last summer, a communication was received from a provincial retail firm stating that they were informed that some wholesale houses in Winnipeg quoted goods to provincial retail merchants customers, who were in attendance at the Exhibition. While the Council had no definite information that such quotations were given, it was decided that before the opening of next Exhibition, communication would be had with wholesale firms in the city, drawing their attention to the complaint made, and asking their co-operation in avoiding any course that would cause the slightest injury to their retail customers.

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#### DREDGING AT FORT WILLIAM.

The Fort William Board of Trade, on the 13th of August, 1897, invited the co-operation of this Board in memorializing the Dominion Government to have some dredging work done in the turning basin in the Kaministiquia river; also for the erection of some snubbing posts at convenient points along the stream. Communication was at once had with the Depart-

ment of Public Works, and the Council is pleased to report that shortly afterwards they were notified by the Department that the dredge was at work widening the basin.

**DISCRIMINATIVE RATES TO WINNIPEG ON LAKE SUPERIOR  
STEAM BOAT FREIGHT.**

As reported at the last annual meeting, considerable correspondence was had by the Council of that year with the railroad companies operating between Fort William and Duluth and Winnipeg, and the Department of Railroads and Canals concerning the matter of discriminative freight rates imposed on merchandise arriving at Duluth and Fort William by independent steamboat lines when shipment of such merchandise was made to Winnipeg. No satisfaction was had from either the Railroad Company or the Government.

Your Council of the past year again took up this matter by forwarding the following letter :—

Winnipeg, 20th May, 1897.

Mr. R. W. Jamieson, M.P.,

House of Commons,

Ottawa, Ont.

DEAR SIR,

I have been directed by our committee on freight rates to write you on the following subject :—

Last year the Canadian Pacific Railway ( and the Northern Pacific Railway from Duluth to Manitoba points ), as will

be seen by the Board's report to the Annual Meeting in Feb'y last, a copy of which I attach herewith, imposed a discriminatory rate of 10 cents per hundred pounds on freight arriving at Fort William by other than vessels of the Canadian Pacific Railway and Beatty line. Though the Board protested against this action on the part of the C. P. R., no relief was granted—full local rates being charged on freight arriving at Fort William by independent steamers. Again, this year, the same discrimination is practised, and it is found that the discrimination applies only to freight that is consigned to Winnipeg. The Committee yesterday met Mr. Whyte, General Manager of the Western Division, who virtually admitted that the position was an anomalous one when Winnipeg was the only one discriminated against, and he assured the Committee that he would at once give consideration to the matter.

Now, as the C. P. R. are approaching the Government for aid in various directions, the Committee consider that it would be well for you to be fully informed on this matter, so that in case the C. P. R. do not remove the present most objectionable discriminatory rate, the Board will be in a position to wire you, and ask you to use your influence with the Government to bring such pressure on the company as will cause it to grant us relief. You will please notice by the correspondence attached, that the late Minister of Railways, under date of the 5th of May, 1896, evaded acting on our request by referring to "Steam Boat Rates" when our letter to him referred clearly to rates from Fort William west.

The Committee wish me to draw your attention to a feature of the situation which stands prominently forward, and that is, that after the Government has expended millions of dollars on the construction of locks and canals between Montreal and Fort William, the C. P. R. and Beatty line vir-

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tually prevent the western people from enjoying any benefit thereof by discriminating in their railroad rates west from Fort William on freight brought through these canals and locks from Montreal, Toronto, Hamilton, etc.

While the discrimination is imposed on freight for Winnipeg only, the whole Province suffers thereby, as it is admitted that from 75% to 90% of the merchandise consumed in the Province is re-shipped from Winnipeg, and consequently, high freights from Fort William to Winnipeg means greater cost to consumers in Manitoba."

Before Mr. Jamieson took action, this matter was again discussed with Mr. Kerr, Traffic Manager of the C. P. R., to whom the matter had been transmitted with a report of an interview had by the Freight Rates Committee with the Vice President of the C. P. R., who had visited Winnipeg in the absence of Mr. Kerr.

No satisfaction could be obtained by the Freight Rates Committee in any of the various interviews held with the railroad officials.

House of Commons,

Ottawa, May 31st, 1897.

DEAR SIR,

I am in receipt of your letter of 20th May regarding the discriminatory rate on freight arriving at Fort William. I have been communicating with the Minister of Railways on the subject, and I have placed on the order paper the following questions:—

1st.—Is the Government aware that the Canadian Pacific Railway is imposing a discriminatory rate of 10c per 100 lbs.

on freight arriving at Fort William by other than vessels of the C. P. R. and Beatty line?

2nd.—Is such discrimination being exercised with the sanction of the Government, and if so, when was such sanction granted?

3rd.—Does the Government intend to take any steps to prevent the Canadian Pacific Railway Company from discriminating against individuals or localities in the manner above indicated?

I have brought to the attention of the Minister the correspondence on the matter, and he will, I have no doubt, fully consider the whole subject.

I remain,

Yours faithfully,

Chas. N. Bell, Esq.,

R. W. JAMIESON.

Secy. Winnipeg Board of Trade,

Winnipeg.

The position remained unchanged during the season of 1897.

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#### DELEGATES TO THE FLOUR STANDARDS BOARD.

On October the 4th, the Commissioner of Inland Revenue at Ottawa wired asking the Board for a recommendation for the appointment of a delegate to the Board held for the selec-

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tion of flour standards at Montreal. Mr. Robt. Muir, who had represented Western flour interests the previous year, was again recommended, and in due course appointed. The Council regret that, on the date for which the meeting was called Mr Muir could not leave this city. Samples of the flour standards selected were forwarded from the Department of Inland Revenue, and are now available in the Secretary's office.

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#### NEW BOARDS OF TRADE.

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Your Council is pleased to report that the business men of the Province are recognizing the desirability of associating themselves for business purposes. Requests for the forms to be taken for organizing boards of trade have been received from Saltcoats, Selkirk, Grenfell, Emerson, Cypress River, Souris and Hartney.

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#### ADDITIONS TO LIBRARY.

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There has been a considerable number of additions to our library since the last Annual Meeting. Through the kindness of United States Consul Duffie, we have been placed upon the regular mailing list of the American Department of Customs for all their regular issues, and we now receive monthly the elaborate statistical tables on various subjects issued by that department. We have received back numbers of the Dominion Statutes, and have been placed on the regular mailing list for the Canada Gazette, Hansard, and all Sessional papers and Departmental and special reports. The North West Territor-

ial Ordinances and Official Gazette have also been given a place on our shelves. A large number of pamphlets on commercial subjects have been received from publishers and individuals during the year.

#### FREIGHT RATES TO KOOTENAY.

At times, during the past year, the freight rates to the Kootenay District have been completely demoralized, with disastrous effects on business heretofore existing between Winnipeg and that country. Deputations from the Council interviewed C. P. R. officials on several occasions and have done their best in the interests of Winnipeg business. In a recent interview with Mr Kerr, traffic manager of the C.P.R., the Freight Rates committee was informed that hereafter Winnipeg shippers will be given equal terms with eastern or Pacific coast wholesalers, in competing for trade in the Kootenay country, in so far as freight rates are concerned—that is to say; Winnipeg merchants will enjoy the same rates (from Montreal to Winnipeg and from Winnipeg to the Kootenay), as are granted to the Montreal and Pacific Coast merchants, plus a charge to cover cartage and handling in Winnipeg.

#### SPECIAL PASSENGER RATES TO PROVINCIAL MERCHANTS

In November last, the Council appointed a committee to interview the railroad companies, operating in this province, with the object of endeavoring to secure from them special

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passenger rates for actual retail merchants, whose names are on the regular trading list of the railway companies, so that for one week in each month, bona fide retail merchants could visit Winnipeg for the purpose of purchasing goods. The matter was fully represented to Mr. Kerr, traffic manager of the Western Division of the C. P. R., who forwarded the request of the Committee to the management in Montreal. The Committee have reported to your Council that the correspondence so far carried on indicates that the management is opposed to any such arrangement. The railway officials state that their experience in the granting of similar rates in eastern Canada, and elsewhere, has proved to them that notwithstanding all the care that may be taken to restrain the traffic within reasonable lines, gross abuse has always resulted, and that they were being constantly importuned from towns along their lines to grant similar rates, which have the effect of disturbing traffic to great loss of revenue. Your Council recommend that further consideration be given this matter by its successors.

#### EXPRESS RATES.

At the Business Men's Convention, the following resolution in regard to Express Charges on the Western Division of the Canadian Pacific Railway was passed, and as requested by the convention, the Council forwarded a copy to Mr. W. S. Stout, General Manager of the Dominion Express Company.

"Whereas, the express charges on goods from point to point over the Western Division of the Canadian Pacific Railway are based upon an advance over rates charged by the same company in the eastern provinces, of from 33½ to 125 per cent. and over ;



And whereas, such excessive rates are very detrimental to the interests of the business community of this country ;

And whereas, the reducing of the express charges on the Western Division would result in a very material increase of the business done ;

Therefore, be it resolved, that the Dominion Express Company be memorialized, and requested to reduce the rates on the Western Division to a point but little, if any, in excess of those charged in the eastern provinces."

NOTE.—Comparison of express rates in existence for 100 lbs. weight :

	MILES.	EXPRESS.	ADVANCE.
Toronto to Myrtle, Ont. . . . .	37	\$ 50)	50 %
Winnipeg to Reaburn, Man. . . . .	35	75)	
Toronto to Peterboro, Ont. . . . .	76	75)	33½ %
Winnipeg to Bagot, Man. . . . .	71	1 00)	
Toronto to Tweed, Ont. . . . .	131	90)	66⅔ %
Winnipeg to Brandon, Man. . . . .	133	1 50)	
Toronto to Mountain Grove, Ont. . . . .	163	1 00)	75 %
Winnipeg to Alexander, Man. . . . .	148	1 75)	
Toronto to Perth, Ont. . . . .	198	1 00)	1 00 %
Winnipeg to Virden, Man. . . . .	180	2 00)	
Toronto to Montreal, Que. . . . .	338	1 25)	1 40 %
Winnipeg to Qu'Appelle, Assa. . . . .	324	3 00)	

Some correspondence followed, in which Mr. Stout claimed that the disparity in rates charged by his company in Manitoba to the rates prevailing in eastern provinces practically represented the difference in population of the two sections, and the population, as it may be dense or sparse, is a most important factor in the fixing of express rates. While admitting that the rates charged in Manitoba were high, but not that they

were excessive for the service rendered, and that the rates would compare favorably with those made by other companies in similar territory and under similar conditions, he concluded one letter with the following statement :

" In 1893, we made a voluntary reduction of from ten to twenty per cent between all points on the Western Division. This was the natural sequence to the increase of legitimate express or parcel business, following the increase in population after the original tariff was fixed. We are from time to time making special rates, but it should be understood there is a minimum of cost in the transportation business, as well as in merchandising, and it is necessary that our rates should cover such cost and a fair margin for the risk of carrying on so hazardous a business. In conclusion, I desire to express the earnest wish of the management to meet the wishes of its patrons in every way, and to aid in every possible manner in the development of the country, which we feel will add to the prosperity of ourselves as well as our patrons."

It is satisfactory to note that, at the close of the year, the Dominion Express Company made a considerable reduction in their rates on the Western Division, and we are satisfied that the contention of your Council that reduced rates would mean large increase in business to the company, has been amply sustained.

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#### INTEREST ON JUDGMENTS.

In March, 1896, the Council endorsed the principle of a draft bill respecting interest, being chapter 127 of the revised statutes, which it was desired should be amended by adding

thereto the following provisions, which would apply to Manitoba and the North West Territories only :—

“ Every judgment debt shall bear interest at the rate of 6% per annum until it is satisfied. Unless it is otherwise ordered by the Court, such interest shall be calculated from the time of the rendering of the verdict, or, of the giving of the judgment, as the case may be, notwithstanding that the entry of judgment upon the verdict, or upon the giving of the judgment, shall have been suspended by any proceedings in the action, whether in the Court in which the action is pending, or in appeal. Every judgment, decree, rule or order of any Court whatsoever, in any civil proceeding, whereby any sum of money, or any costs, charges or expenses are made payable to any person, shall have the effect of a judgment, under this Act, and the amount payable thereunder shall be deemed to be a judgment debt within the meaning of section 2 of this Act.”

No action having been taken at Ottawa in that year, the Council, on the 5th of May last, forwarded a copy of the bill embodying the above principles, which was endorsed by the Winnipeg Bankers' Association, to Mr R. W. Jamieson, M.P. with the request that he should introduce and secure the passage of an act covering the same at the then current session of the House. Mr. R. T. Riley, a member of this Board, being in Ottawa at that time, Mr. Jamieson consulted him, with the result that Sir Oliver Mowat was found to be favorable to the passage of such act, and Senator Lougheed, of Calgary, agreed to introduce the Bill at the session of Parliament in 1898. A copy of the proposed bill will be forwarded to Senator Lougheed in full time for him to take action at the approaching session.

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**LEGAL RATE OF INTEREST.**

A bill was introduced into the Senate last year, also one into the House of Commons, relative to the legal rate of interest in Canada. By instruction of the Board, on the 13th of April, 1897, the Council communicated with Mr. Jamieson, M.P.; urging him to strongly oppose the passage of any act which limits the legal rate of interest in all cases to 6% on the ground that it would prohibit the loaning of money by companies or associations, and bring ruin on numbers of our people in Manitoba and the Territories. It is satisfactory to note that both the bills referred to were withdrawn.

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**BRITISH ASSOCIATION MEETING.**

Learning that the British Association for the Advancement of Science would meet in Toronto in August, 1897, your Council wrote Sir William Van Horn representing to him the desirability of arranging, if possible, that members of the Association in attendance at Toronto should extend their visit to points in Manitoba and the west. The Council offered any assistance in its power in arranging for the reception of such members of the Association as would reach this city. Sir William replied that it was settled that the members of the Association would be given special excursion rates, and that undoubtedly many of them would avail themselves of the opportunity. Correspondence was also had with the Canadian Committee in Toronto on the same subject. A local committee, consisting of delegates from the Provincial Government, the City Council, the Board of Trade, and Citizens generally, met the first party of distinguished visitors on the 28th of August. They were driven about the city and attended a public recep-

tion held for the purpose that evening in the Manitoba Hotel. This party was followed by two others, who made a short stay in the city, passing on to the west. From the public addresses given by some of the eminent scientists who composed the party, on their return to Great Britain and the Continental countries of Europe, much attention has been drawn to the capabilities of Canada.

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#### POST OFFICE BOXES.

Learning that it was under contemplation by the Post Office Authorities to make some changes in the interior of the Winnipeg Post Office, a committee of the Council communicated with the Department of Public Works and the Post Master General, requesting that a number of lock boxes larger than those then provided, should be constructed for use by persons and firms receiving large quantities of mail matter. Some forty large boxes were so provided, to the great convenience of those who secured them.

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#### COLLECTION FROM STREET LETTER BOXES.

A deputation from the Council in September last waited on the Post Office Inspector here, representing that, as the morning collection in the business part of the city was made about 9 o'clock, letters mailed after that hour were not collected in time for dispatch by the east or south trains, and in consequence such letters had to remain over until the following day at noon, and that an additional collection should be made in the business part of the city about the noon hour,



This request was afterwards put in writing, and forwarded to the Inspector, but no decision has yet been given by the Department.

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NOTICE OF DISTRIBUTION OF MAILS.

On the 28th of September last, the following letter was addressed to the Inspector of Post Offices, at Winnipeg:

"DEAR SIR,—

By direction, I have the honor to bring the following matter to your attention:

It is no doubt within your knowledge that much inconvenience exists in the City office, owing to the fact that, while mails frequently arrive after the hour at which they are due, the public have no means of knowing when letters from any particular line of rail, (and there are some nine centering in Winnipeg), are distributed, unless the clerks are consulted; and if the mails are particularly late, which is frequently the case, the wickets are closed, and no enquiries may be made. The Board, therefore, respectfully asks that some system of display cards, announcing that particular mails are distributed, be adopted for the Winnipeg Post Office. The cost would be but a trifle, and much satisfaction would be given to the general public."

The request of the Council is still under consideration by the Department, though an answer has lately again been asked for.

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MAIL SERVICE TO, AND FROM, PORT ARTHUR AND  
INTERMEDIATE POINTS.

On the 9th of August last, the following letter was addressed to the Hon, The Post Master General,

SIR,—

“By direction, I beg to represent to you the great dissatisfaction and inconvenience existing in connection with the absence of a mail service on the main line of the Canadian Pacific Railway, between Winnipeg and Port Arthur and intermediate points, on the trains going east from Winnipeg on Fridays, and arriving from the east on Tuesdays. The development of the gold mining districts between Winnipeg and Lake Superior has created a large traffic, and has caused the Canadian Pacific Railway to establish a regular train service on Tuesdays and Fridays, as mentioned above, but no mail service has been provided for these trains, to the great detriment of trade, and inconvenience to the business and mining communities.

This Board has been informed that your Department has declined, up to the present time, sending a mail clerk with the mail car which regularly runs on the two trains referred to, and the Board respectfully petitions that, without delay, a sealed bag service for the principal delivery centres between Winnipeg and Port Arthur be provided. The grain crop of Manitoba is already being harvested, and the amount of business that will follow, having its terminus in Fort William, will necessarily be great. The lack of a mail on one day of the week, each way, is most detrimental to the grain trade, and causes an enormous expenditure in the matter of telegrams. It is understood by the Board that the outlay required for a sealed bag service is insignificant, in view of the interests involved,

and the Board confidently trust that, when the facts of the case, as given herewith, come to your knowledge, you will see your way clear to give the necessary service asked for.

I have the honor to be, etc.,

C. N. BELL,

Secretary.

The Council is pleased to report that a week later they were notified that a sealed bag service had been inaugurated between Winnipeg, Keewatin, Rat Portage, Wabigoon, Fort William and Port Arthur.

Just after the action taken by the Council in this matter, a request was received from the Fort William Board of Trade, to co-operate with them in securing the above mail service, and the Council was pleased to be able to inform the Fort William body that the service had already been ordered.

#### MAIL SERVICE ON THE NORTHERN PACIFIC

(Portage Branch).

Numerously signed petitions from residents in the neighborhood of Blake, Newton, and La Salle Stations, on the line of the Portage Branch of the Northern Pacific Railway, were presented to the Board with the request that their influence would be exerted in securing for the petitioners post offices at the stations above-named, and that the mails should be carried by train.

The Board, on the 15th of May, 1897, forwarded the petition to the Post Master General with a hearty endorsement of the prayer contained therein, and under date of the 7th of

June, received the assurance of the Department that the matter would receive its immediate attention. Notwithstanding this, no action has apparently yet been taken, and though this line of railway has been operated for some years, the people, resident in the districts adjacent thereto, still receive their mail by stage delivered to post offices not on the line. Your Council recommend that this matter be again taken up with the Post Master General, and that the co-operation of the Portage la Prairie Board be sought, as that body has also been taking an active interest in the matter.

#### MAILS ON THE MANITOBA & NORTH WESTERN RAILWAY, AND LAKE DAUPHIN RAILWAY.

On the 16th of April, 1897, the Post Master General was petitioned to extend a mail service on the Manitoba and North Western Railway so that the train westward from Minnedosa on each Thursday should carry the ordinary mails. After some delay, this service was authorized.

On the same date, the Hon. the Post Master General was petitioned to at once arrange for the carriage of mails over the Lake Dauphin Railway and Canal Company's line to Dauphin, Manitoba, and intermediate points. The Council regrets to report, that notwithstanding the fact that regular trains ran on this new line, that the mail service was not inaugurated until late in the fall, owing, it is understood, to the fact that some stage line contract did not expire until that time. It would seem that some arrangement might have been made to cancel the stage contract and permit of the mails being carried by rail over a line some 100 miles in length, extending into a rapidly developing district.

## LETTER CARRIERS' PAY.

On September the 28th last, your Council considered a request made by the letter carriers of this city, for assistance in urging upon the Government the extreme necessity existing that they should receive the regular statutory increase in salaries.

Though considering that action in this matter was not strictly within their province, the Council, recognizing that the wages of these men are very small—too small for living in this city under existing circumstances—forwarded the petition to Mr. R. W. Jamieson, M.P., with the expression of its hopes that he, as member for Winnipeg, would urge upon the Post Master General that the request of the carriers be granted, as it would seem that the request was a modest and moderate one, and only justice would be done the men if their prayer was granted. The Council understands that the carriers have not yet received the statutory increase asked for.

## OUTFITTING FOR THE KLONDYKE.

In September last, a communication was received from the British Columbia Board of Trade, at Victoria, advocating that the Dominion should take immediate steps for securing to Canada the immense trade which is resulting from the rush to the Klondyke gold fields. The statement was made that this trade was almost entirely in the hands of United States' merchants on the Pacific Coast, and was estimated by the press to have amounted to at least three million dollars during the few months preceding the date of their letter. The complaint was made that United States' newspapers were grossly



misrepresenting facts, and had largely succeeded in nullifying the efforts of British Columbia merchants in securing the trade for Canada. They urged that all Canadian boards of trade should use every means in their power to publish the fact that the Klondyke Gold Fields are situated in Canada; that steamers leave the principal cities of British Columbia for Lynn Canal and the Stickeen River every few days; and that outfits of every description can be purchased in Canada free of duty, and all goods from the United States must pay the Customs duty on entering Canada. Your Council could only assist by securing the publication of this letter in city papers, which was done.

#### EDMONTON-YUKON ROUTE.

On the 27th of August last, a circular letter from Merchants in Edmonton, Alberta, expressing a desire that subscriptions be given to a fund to send explorers from that point over the land route to the Yukon district, was brought to the attention of the Council, and some members present at the meeting stated that several subscriptions had been forwarded. The question of the Edmonton-Yukon route was discussed by the Council, and as a result, the following telegram was sent to the Hon., the Minister of the Interior, at Ottawa:—

"Board considers that opening of route to Yukon, via Edmonton is of vital importance to the trade interests of Manitoba, the Territories, and the Dominion. What measures, if any, have been taken for exploration of same? If within the bounds of possibility, exploration should be made this fall. Board recommends that your explorers be accompanied by experienced residents of the Edmonton district. Business men there are now outfitting an exploring party Board considers

this should be under Government control, so that report will carry Government endorsement. Please answer."

The following reply was received :

" Arrangements have been made for a small detachment of police to go to Yukon, via Edmonton, and report en route. I understand they are to be accompanied by two representatives of the Edmonton Board of Trade. Their report will be made to the Minister of the Interior."

In October, a letter was received from a mercantile firm in Edmonton, containing valuable information regarding the proposed opening of routes to the Yukon, via Edmonton, by land and water, and stating that many parties were already passing through Edmonton, and taking these routes. The letter also, in concise form, showed the benefits to be gained to Canada in general by the development of the lines of communication named. The Council considered that this information was of such importance that they had it printed and copies mailed to every Board of Trade in Canada, and to the leading newspapers of Canada and the United States. Replies received from a large number of Boards of Trade in Ontario, Quebec, and the Maritime provinces, indicate that great interest has been taken in the statements made by the Edmonton people, and the Council is satisfied that its action in this connection has been of valuable service to the Canadian merchants and manufacturers, as well as to the Edmonton people. Without doubt, a very large number of miners who intend going to the Yukon gold fields, in the coming spring, will choose the Edmonton route on the reports received from the parties who passed through Edmonton last fall and the present winter.

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**TRADE WITH THE WEST INDIA ISLANDS.**

The Board has had considerable correspondence with gentlemen in Halifax and the Barbados Islands on the subject of the development of Canadian trade with the West Indies. The representations of these gentlemen have been submitted to the Department of Trade and Commerce at Ottawa, and the Department has informed the Board that the subject has, for some time, and is now, receiving the earnest attention of the Government.

The Canadian Pacific Railway Company have recently issued a pamphlet entitled "Canada's Interests in the West Indies," containing a great deal of useful and valuable information concerning the field for trade open in the islands, and which Canada is rapidly becoming prepared to enter into. Manitoba is greatly interested in this trade, as Manitoba flour has already been shipped to the West Indies; and it would seem, if proper attention is paid to shipping our flour in packages asked for by the traders there, that a good and permanent market might be had for our products.

Showing the interest that is developing in the West Indies and British settlements in South America for a closer business connection with Canada, it might be mentioned that several newspapers published in the islands and British Honduras, containing articles advocating closer trade connections, have been received by the Board from persons resident in those countries.

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**STEAMSHIP LINE BETWEEN BRITISH COLUMBIA AND  
CENTRAL AND SOUTH AMERICA.**

On the 31st of March last, a special meeting of the Council, at which members of the General Board were invited to

be present, was held, when Captain A. F. Yates, of Victoria, B.C., who came accredited from the Victoria Board of Trade, delivered an address on the advantages that would accrue if a steamship service was established between British Columbia ports and Central and South America. Captain Yates submitted statistics of the imports of the southern countries, and products and manufactures that could be supplied by Canada; also products, such as sugar, coffee, etc., exported by these countries, and which Canada requires to import. After hearing the interesting address by Captain Yates, who represented Messrs. F. C. Davidge & Co., shipping agents of Victoria (who successfully established the Oregon, Asiatic Steamship line, running between Puget Sound and Japan and China), the following resolution was adopted:

"Whereas, Captain Yates, representative of Messrs. F. C. Davidge & Co., has submitted to this Board for consideration a proposition to establish a regular line of steamships between British Columbia and Central American countries, and coupled with this a statement that the Dominion Government is to be asked to grant a subsidy to assist in the establishment of such a line:

Be it resolved, that this Board strongly recommends to the Hon., the Minister of Trade and Commerce in Canada, that a thorough investigation be made as to the merits of the proposition submitted for the establishment of a steamship line between ports of British Columbia and those of the countries of South and Central America."

A copy of this resolution was forwarded to the Minister, who promised to investigate the project. Captain Yates afterwards addressed various Boards of Trade in Ontario and Quebec, where his proposition was received with considerable

favor. The Dominion Government has sent a trade commissioner to Central and South America, to look over the field presented there for trade with Canada and it is expected that his report will soon be published.

#### QUEENSLAND INTERNATIONAL EXHIBITION.

It was brought to the notice of the Board in April last, that an International Exhibition was to be held at Queensland Australia, and a request was made by the Canadian Commissioners that an exhibit of the products of Manitoba be forwarded. The matter was taken up with Mr. Greenway, but upon enquiry being made, it was learned that any exhibits sent would not arrive in time for the opening of the Exhibition, and that the cost would be very great, so it was dropped.

#### CUSTOMS DUTY ON OATMEAL.

In November and December last, the Council received communications from, and was interviewed by oatmeal millers of Manitoba, the Territories and British Columbia, on the subject of the duty on oats and oatmeal. The millers asked that the Board should represent to the Dominion Government the hardships imposed upon them through the present situation, the customs duty on oats being twice that levied upon oatmeal. After fully considering the matter, the Council addressed the following to the Hon., the Finance Minister, at Ottawa :



Winnipeg, Dec. 9th, 1897.

"The Hon., The Finance Minister,

Ottawa, Ont.

SIR,—

We have the honor, by direction of the Winnipeg Board of Trade, to submit the following for your consideration :

1. The oat crop of Manitoba and the Territories in 1897 was a short one, and prices, which last year ranged from 13c to 20c per bushel, are now from 26c to 28c at country points.

2. The Customs import duty on oats is 10c per bushel, and on oatmeal 20 per cent., and in consequence, oatmeal millers are required to pay 45c duty on the  $4\frac{1}{2}$  bushels of oats necessary to manufacture one 80 lb. sack of oatmeal; while the duty payable on a sack of oatmeal of 80 lbs, is, on present prices in Iowa, from where we import, from 22c to 22½c. In other words, the duty imposed on the raw material is double that imposed on the manufactured article.

3. In consequence of the situation thus created, the oatmeal mills of Manitoba, the Territories and British Columbia are either closed, or in process of closing.

4. A large quantity of oatmeal is being imported into this city from the United States, and as the freight rates from Iowa points average about 34c per hundred pounds, and from Ontario points about 46c, the Ontario millers are practically blocked from supplying this market, while our own mills are closed.

5. This Board, after receiving a deputation of oat meal millers from Manitoba, the Territories and British Columbia

and carefully considering the facts secured, unanimously resolved to urge upon you that the duty on oats and oatmeal be equalized, it being an anomaly that the duty on the raw material should be double that of the manufactured article from such material; and that the Board would not venture to suggest either that the duty on oats be lowered, or that on the meal be increased. It was considered that any action taken by you in equalizing the duty would be based on the general policy of the Government.

We may, however, state for your information, that the millers advocated that, as the duty on oats was a specific one, it would be best that the duty on the meal be also made specific, and placed at 60c per hundred pounds, which would be equal to the duty on the quantity of oats required to make 100 lbs. of meal.

For the Winnipeg Board of Trade,

We have the honor to be, Sir,

(Signed) D. W. BOLE,  
President.

(Signed) C. N. BELL,  
Secretary.

A communication has been received from the Minister, in which he promises to give full consideration to the claims of the oatmeal millers.

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## GRAIN STANDARDS.

The following resolution was passed at the Business Men's Convention held on the 5th of February, 1897, viz. :—

RESOLVED--“That in view of the complications and differences of opinion prevailing in regard to the making of grain standards, some more simple and stable method should be adopted.

“That grain standards should, as nearly as possible, be made similar in quality and value to those with which our Manitoba and North West wheat comes in competition.

“That owing to the continual changing of standard samples under the present method, and the impossibility of European importers having any knowledge of what they are to expect from this country until a large portion of our crop has been marketed, legislation should be asked of the Dominion Government looking to the establishment of a permanent standard under the Act which alone should govern inspectors in their work, thus doing away with the present cumbersome and unsatisfactory method of making yearly standards by a Standards Board.”

This was forwarded to the Department of Inland Revenue at Ottawa, and evoked the following reply :—

Ottawa, 23rd February, 1897.

The Secretary,

The Board of Trade,

Winnipeg, Man.

SIR,

I have the honor, on behalf of the Hon. the Controller, to acknowledge receipt of your communication of the 17th in-

stant, covering a copy of a resolution passed by the Western Business Men's Convention, held in Winnipeg on the 4th instant, and concurred in by the Winnipeg Board of Trade.

The views of two such important representative bodies must have great weight with the Government and with Parliament, as well as with the Department, which I am to state, entirely concurs in the desirability of establishing this vexed question upon a more permanent basis, and is prepared to introduce such legislation as will effect this end, if some practical method can be suggested.

The Department is of the opinion that the three leading grades, "Nos 1 and 2 Hard" and "No. 1 Northern," should be inspected by the Act, without samples, and that the Inspectors and Chairman of the Grain Board of Winnipeg should be a permanent Board to select standards for the more variable grades, and determine how far commercial grades are indispensable to meet the peculiarity of the year's crop. The Government, however, naturally hesitates to crystallize into legislation the views of the Department, and probably a Parliamentary Committee may be asked for early next session to share the responsibility of any changes which may be undertaken.

Meantime a well defined course of action suggested by a Committee of your Board, would greatly facilitate the Department in making a fair start towards amending the Act.

I am, Sir,

Your obedient Servant,

(Sgd.) EDW. MIALL,

Commissioner.

The above letter was referred to the General Grain Committee of the Board for report, and it, on the 6th April,

after consideration, recommended that the following provisions be made in the Inspection Act, viz :

“ First—In inspection of grain grown west of Port Arthur, the Dominion Grain Inspectors shall grade according to the wording and meaning of this Act, or Orders in Council pertaining thereto (wherein it provides schedules of grades for such grain) and without official samples.

Second—The Grain Inspectors for the Manitoba and Port Arthur Inspection Divisions, with the Chairman, for the time being, of the Dominion Board of Examiners and Arbitrators for the Inspection Divisions of Manitoba and the North West Territories, shall meet annually, and if a considerable portion of the crop of wheat, or other grain, of any one year, has any marked characteristics which excludes it, to the prejudice of the producer, from the grade to which it otherwise belongs, they may establish a special grade, or grades, to be a standard therefor, and in such case the packages containing the samples distributed, and the certificates given by the Inspector in relation to such grade or grades shall be marked ‘Commercial Grade.’ The Governor in Council may reject the standards in this section mentioned, if he deems them to be unfair, or improperly chosen, and he shall forthwith cause others to be chosen in their place by such means as he directs.”

In the autumn the Board was requested to undertake the collection, throughout the country, of samples from which might be selected the standards to govern the inspection of the year's crop, whether the standards should be chosen by the old established Board, or by the new Board, as suggested by the general Grain Committee in its report dated the 6th of April. However, a few days afterwards, the Board was notified that the standards would be chosen, for this year, under



the system prevailing for some years past, and such selection was actually made.

The Montreal Board of Trade has expressed to the Government its dissatisfaction with the present method of selecting Manitoba grain standards.

#### REGULATIONS REGARDING FRUIT IMPORTATIONS.

Representations were made by members of this Board, in the wholesale fruit business, that Ontario fruit growers were petitioning the Government to prohibit the importations of fruit from countries where the San Jose Scale, or fruit disease, existed.

Copies of this letter were forwarded to the Hon. the Minister of Agriculture at Ottawa, with one from this Board which contained the following statements :—

“I am directed by this Board to ask your serious consideration of the statements contained in the above communications, and that before any action is taken by you to secure legislation in the direction indicated, that ample opportunity be afforded this Board, and Manitoba fruit dealers, to properly represent the situation that Manitoba is placed in, in regard to its fruit supply. As no pears, plums or peaches are grown in Manitoba or the North West Territories, and the fruit dealers here positively declare that every attempt to import fruit from Ontario or British Columbia has resulted in loss, you will readily see the difficulty of our situation if we are not allowed to import fruit from California. The Hon. Messrs. Fielding and Patterson, as Tarriff Commissioners, had matters

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fully explained to them, and will be able to afford information to you."

The Minister replied that the request of the Board would have his consideration, and as the Council understands that no action has yet been taken on the request of the Ontario Fruit Growers' Association, we conclude that nothing will be done without notice being given to this Board.

Press notices, within the past few days, indicate that the Minister has again been approached by the Ontario Fruit Growers' Association. A letter has been sent by your Council reminding the Minister of the claims advanced by this Board

#### PRODUCE PRICES IN ASIATIC RUSSIA.

Mr. Nicholas Krukoff, Inspector of Agriculture of the Amoor region of Russia, when visiting Canada early last year, made a short stay in Winnipeg, and was afforded information regarding the raising and handling of grain in this Province. At the request of the Minister of Agriculture, Ottawa, Mr. Krukoff, upon his return to Russia, forwarded a statement showing the prevailing prices of flour, wheat and oats in Vladivostock, Russia, and informed the Minister that Russian merchants would like to get different grains from Canada, such as wheat, rye, barley and oats, as the demand for these cereals is greater in the Maritime Provinces of Russia than the supply. This statement was forwarded to this Board, and was given for publication to the city press and also submitted to persons engaged in the grain trade, but this year, the demand, and good prices, for flour and grain, was such, that no dealer would

undertake to endeavor to open up a trade. The Council consider, however, that this possible market should not be lost sight of.

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#### WINNIPEG JUBILEE CELEBRATION.

The Council had the pleasure of appointing representatives to act on the Committee having charge of the Winnipeg Queen's Jubilee Celebration. It is not necessary to report further than that the Celebration was in every way worthy of the Capital of Manitoba.

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#### OFFICIAL INVESTIGATION INTO FIRES.

The Guelph, Ontario, Board of Trade, in November last, forwarded to this Board a copy of a paper read at one of its meetings in which was advocated the investigation, by the Government, into the cause of all fires.

This communication was referred to the Manitoba Board of Fire Underwriters for an expression of opinion from it as to the merits of the proposition submitted, and it strongly endorsed the same. Your Council considers that there was much valuable information in some of the statements made by the Guelph Board, and recommends to its successors that the matter receive further consideration.

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#### EXCURSION TO LAKE WINNIPEGOSIS.

On the 27th of October, last, by the invitation of the management of the Lake Dauphin Railway and Canal Company,

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two members of the Board, Messrs D. W. Bole and J. H. Ash-down, joined an excursion party which proceeded by special train over the new line of the Company to its present terminus at Lake Winnipegosis. Every comfort and convenience was provided for the excursionists.

The character and development of the country adjacent to the line was a revelation to our delegates, as well as to most of the members of the Manitoba Legislature, and commercial bodies who composed the party. Newly broken land, with new farm houses was seen at very many points, and it was learned that a large area of land had been broken up by settlers during the summer. The town of Dauphin, with its fine new buildings erected upon what had been, one year before, a field covered with an abundant crop of wheat, was an object lesson as to the rapid development of the Province where the tide of immigration has flown in. A reception was held in the town of Dauphin in honor of the visitors, at which your representatives, with other speakers, were called upon for short addresses.

At the new town of Winnipegosis the fishery plant was inspected and much was learned of the resources of Lake Winnipegosis, and the adjoining country in which are situated the salt wells.

#### MINING CONVENTION AT RAT PORTAGE.

In June last, President Bole, as representative of this Board, attended the Mining Convention held at Rat Portage, on the invitation of the Mining Exchange of that town. The Convention brought together a large number of representa-

tives of mining interests who exchanged views as to the best means to be taken for the development of the mineral resources of Western Ontario. There is no doubt but that the Convention answered the purpose for which it was called together, and was completely successful.

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#### ELECTION OF BOARD OF EXAMINERS.

In accordance with the provisions of the Dominion Inspection Act, the Board, at its midsummer meeting, elected the following Boards of Examiners:—

##### GRAIN

S. A. McGaw; J. A. Mitchell; S. Nairn; S. Spink;  
D. G. McBean.

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##### FLOUR AND MEAL

S. Nairn; R. Muir; S. Spink; C. H. Steele; F. W. Thompson;  
G. V. Hastings.

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##### HIDES AND LEATHER

E. F. Hutchings; P. Callagher; H. Leadley; A. Carruthers  
F. W. Reimer.

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##### GENERAL GRAIN COMMITTEE.

All members of the Board engaged in the grain or milling trades.



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**ROUTINE WORK.**

The ordinary routine work and correspondence of the Board is increasing annually, and is disposed of by the executive officers without special reference to the Board or Council. As examples of the character of such work, it may be mentioned that information was sought from and afforded by the Board in such matters as the following;—

Prospects as to the establishment of machine shops in Winnipeg; list of manufacturers of various goods in Winnipeg; prospect of establishing a sash and door factory in Winnipeg; numerous requests for names of reliable firms dealing in various kinds of goods; as to quantity, value and location of farm lands for sale; immigration literature relating to City, Province and Territories, the production of all sorts of produce exportable from Manitoba; numerous requests for grain samples; statistics relating to many matters connected with the city and Province; gasoline as a fuel for power plants; Assiniboine water power; cold storage companies.

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**AUDITORS.**

Messrs T. Harry Webb and A. C. Archibald were appointed to audit the accounts of the Board for 1897.

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**SETTLEMENT OF WINNIPEG VACANT LANDS.**

The subject of the settlement of the vacant lands in the vicinity of Winnipeg has once more received the attention of your Council, having, on this occasion, been introduced by information afforded by Mr. W. F. McCreary, Immigration Com-

missioner. A committee was appointed, which has already held several meetings, but is not yet in a position to make a final report. It may, however, be stated, for the information of the Board, that a tentative proposition has been made by Mr. McCreary, that officials of his department will undertake to direct intending settlers, or persons looking for land in this district, to lands shown on an approved list, in the same manner that land guides in other parts of the Province assist intending settlers to inspect lands open to settlement.

Some system would have to be adopted whereby any lands listed for this purpose would be clearly described as regards title and price. Your Council recommends that the present committee be re-appointed in the hope that some solution of the vexed question, as to the best means to be taken to secure the sale and settlement of our vacant lands, may be found.

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#### ST. ANDREW'S RAPIDS IMPROVEMENTS.

Immediately after the last Annual Meeting, the Council addressed the Hon. the Minister of Public Works, at Ottawa, urging that a sum be placed in the estimates for the improvement of navigation on the Red River. From letters received from him at different times in the early part of the year, it was led to hope that active work on this long-delayed improvement would be undertaken in 1897. The matter was brought to the attention of the Manitoba Members of Parliament on several occasions during the year, and the Committee was informed that they, at different times, waited on the Minister urging that a sum should be provided to carry on this work. On the 30th of April, taking occasion of the visit of the Hon. Mr. Sifton to

this city, your Council, acting in conjunction with the City Council, waited upon him in the City Council Chamber, and strongly urged the necessity existing for the improvement of the navigation of the Red River. A large number of citizens were present, who endeavored to impress upon the Minister that the people of this city were very much in earnest in this matter. The Hon. Mr. Sifton, while promising to lay the matter before his colleagues, asked that information concerning the resources of Lake Winnipeg and the adjacent country be collected and forwarded to him. No provision was made in the estimates, and in consequence nothing has been done in the way of active work during the past year.

A committee of the Board has had the matter in hand since the interview with the Hon. Mr. Sifton, and is endeavoring to secure all the information possible regarding the timber, minerals, fish, and other resources of the Lake Winnipeg district. By an arrangement made with the Hon. Mr. Sifton, the Crown Timber Agent, Mr. Stephenson, undertook to prepare a report on the resources of the country mentioned, and while, unfortunately, that gentleman's duties have called him away from the city during the greater part of the summer, he has prepared a report which is now in the hands of the Committee.

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#### BEEF-ROOT SUGAR.

In October last, your Council appointed a committee to enquire into the practicability of growing sugar beets in the Winnipeg district, and secure information as to the cost of establishing a beet-root sugar refinery at or near the city, with such particulars as to cost, capacity, etc., as might be obtain-

able. The following report from this committee will show the result of its labors :—

Winnipeg, January 20th, 1898

President and Council,

Winnipeg Board of Trade.

GENTLEMEN,

Your committee, to whom was referred the matter of enquiry into the field presented in Manitoba for the cultivation of sugar beets and their manufacture into sugar, begs to report as follows :—

1st—It has secured a large number of reports on the cultivation of beet root and its manufacture into sugar, from agricultural departments in the United States and various states, the Superintendent of the Manitoba Experimental farm and persons having experience in the business,

2nd—From the mass gathered it has arrived at the following conclusions :—

That the manufacture of sugar requires a large quantity of beets (say for a refinery of 400 tons per day for 100 days, 40,000).

That the beets must contain at least 12 per cent. of sugar.

That a large quantity of lime of a high degree of purity (say 15 to 20 tons per day for a 400 ton per day refinery), is necessary.

That an abundant supply of water must be available (for a 400 ton per day plant, two million gallons daily).

That it is estimated that a large quantity of coal, or its equivalent in other fuel, is necessary.

That as the beets for the season's supply for a refinery of the capacity mentioned, must be gathered and stored within a short space of time, say from two to three weeks in this province, storage capacity of great extent must be provided which will keep the beets free from frost. Your committee considers that this is one of the most important items of cost in connection with the successful carrying on of a refinery in Manitoba. It may be stated, however, that the claim is made by some authorities that if the beets are allowed to freeze, and kept in that condition until operated upon in the refinery, the saccharine matter may be extracted as fully as if the roots were untouched by frost.

3—As regards the matter of water, fuel and storage capacity, your committee concludes there is no difficulty other than the cost, as all these necessities may easily be had in, or near Winnipeg.

While the Experimental Farm's officials report on their experience in growing sugar beets is most satisfactory as to the yield and character of the beets, no tests have, as far as we can learn, been made as to their sugar bearing percentages, and we would therefore recommend that the Provincial Agricultural Department be petitioned to procure suitable seed and distribute the same to farmers and market gardeners in this vicinity, and throughout the Red River Valley, so that these districts may be fully tested as to their suitability for growing sugar beets, and that steps be taken to have an exhaustive analysis made of the beets so grown, in order that their quality may be fully ascertained. The petition should also ask that proper tests be made of lime and lime stone procurable within



these districts, with a view to settling any question as to their value for sugar refinery purposes.

The Committee finds that in the different States the price paid for beet root is from four to five dollars per ton, and that the yield per acre seems to range from 12 to 20 tons.

The probable cost of a 350 to 400 ton per day refinery in Winnipeg would seem, from information received, to be in the neighbourhood of from \$400,000 to \$450,000.

JOHN RUSSELL,

Chairman.

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#### INSOLVENCY LEGISLATION.

The matter of Insolvency Legislation has occupied the attention of your Council to a considerable extent during the past year.

Soon after the last Annual Meeting of the Board, a communication was received from the Toronto Board of Trade asking the co-operation of this Board in pressing upon the Dominion Government the importance and necessity of making legislation, in relation to insolvency, a part of its programme at the session then approaching. It was suggested that this Board should send delegates to Ottawa to act with those from other Boards in waiting upon the Government. The Council appointed a committee to consider the Insolvency Bills presented to Parliament of late years. The committee reported under date of 6th April as follows:—

"Your Committee, to whom the request of the Toronto Board of Trade *re* insolvency legislation was referred, beg to report—

"1st—That the committee has gone over the drafts for the Insolvency Bills presented to the House of Commons during the past few years.

"2nd—The Committee is not favorable to any of the draft bills referred to, for the following reasons, viz. :—The local expenses involved are excessive. The question of distances between competent Courts in Manitoba makes their provisions objectionable. The sparse settlement of Manitoba, and the small size of the average estates, would make the operation of such legislation severe, and bad in practice.

"3rd—The Committee favors the continuance of action under the present Manitoba Assignment Act, for the following reasons, viz. :—It is inexpensive; it is simple in its operation; there is one Official Assignee appointed by the Provincial Government on the recommendation of the Board of Trade; it secures a rateable distribution of a debtor's estate, with all the powers as to setting aside preferences, adjudication upon claims, etc., embraced in an Insolvent Act.

"4th—If insolvency legislation is forced, and some form of such has to be accepted, then your Committee would recommend that the principle outlined in the attached bill, introduced to the House at Ottawa by the Hon. Jos. Martin, M.P., in 1896, be adhered to."

No action was taken at the last session of Parliament by the Government to introduce legislation on insolvency matters. In November last a communication was received from the

Montreal Board of Trade asking this Board to petition Sir Wilfred Laurier to take energetic steps towards obtaining the passage of an Insolvency Act during the approaching session of Parliament, also that the Board would enlist all the influence practicable towards obtaining, without further delay, the legislation asked for. In October last, there was also received a request from the Hamilton Board of Trade, covering a form of memorial to the Hon. the Minister of Justice, that he should prepare, introduce, and pass an Act, in terms of the Insolvency Bill introduced into the Senate in 1894, with some suggested amendments.

#### WINNIPEG WHOLESALE RATES.

In June, the Council appointed a Committee to take up with the Canadian Pacific Railway Company Officials the unfair position in which Winnipeg, as an acknowledged wholesale point, is placed in regard to freight rates on goods imported to Winnipeg and re-shipped to points west, as compared with the direct through rates to these western points from Montreal, Toronto, and other eastern wholesale centres. A large amount of work has been done by this Committee. Tariffs of freight rates prevailing in eastern Canada, as well as west of Lake Superior, have been investigated and statements compiled therefrom. Several conferences have been held with Mr. Robert Kerr, Traffic Manager of the C. P. Ry., Western Division. The Committee, in support of the policy advocated by the Board, at these conferences maintained that owing to the position in which Winnipeg is situated, commercially and otherwise, the sum of the rates from Montreal to Winnipeg, and from Winnipeg west to any given point, should not exceed the rate granted to Montreal wholesalers through to such point. No provision being made for

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such rates in the Crows Nest Railway agreement, as published on its introduction to the House at Ottawa, and your Council being of opinion that it was very necessary to have this matter fully explained and understood while legislation was still pending, Mr. Ashdown was deputed to proceed to Ottawa and interview the Government, and also the C. P. R. officials at Montreal. Mr. Ashdown held several interviews with the authorities, and advocated the claims made by the Board, and obtained promises that concessions would be made.

The Railroad officials then freely and formally acknowledged Winnipeg to be a Canadian wholesale centre, and as such, entitled to any concessions made to any other wholesale centres in the Dominion, but they insisted that to the sum of the two proportionate rates mentioned above, should be added an amount of from four to eight cents per hundred pounds on the first five classes of merchandise, to cover the cost of cartage and handling in Winnipeg. It is almost impossible to give in detail an explanation of the various complications which have arisen from the application, in the construction of western tariffs, of different basing scales, which have the result of increasing or decreasing the difference between the rates applying to Winnipeg merchandise freight and that originating in the east destined to the same point. As a result of the negotiations outlined above, new tariffs have lately been issued to apply in the wholesale trade out of Winnipeg, and while all the contentions of our Freight Rates Committee have not been admitted in the framing of these tariffs, the Railroad Company have shown a disposition to meet the views of the Committee, by evening up the western rates to such an extent that they are very much fairer to the Winnipeg wholesalers than those heretofore existing.

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**REQUESTS FOR GRANTS OF MONEY.**

During the past year, as on many other occasions, the Board has received requests for grants of money in aid of advertising and other schemes put forward as in the interests of this city.

Your Council finds that a great many persons have the idea that this Board receives grants from the Government, and it has to disabuse their minds on this point, and explain that the Board has no other source of revenue than the ordinary annual fees of its members, and in consequence, has no fund from which to give grants of money, excepting for the carrying on of the affairs of the Board.

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**CHEAP MOTIVE POWER.**

On the 15th December, Mr. C. H. Taylor, of Montreal addressed the Board on the subject of a system of compressing air by means of water power, illustrating his address by diagrams. Much interest was exhibited by members, and Mr. Taylor was invited to supply an estimate of the power that could be developed in Winnipeg, and the cost per horse power of installation, etc. Mr. Taylor had just returned from Ainsworth, B.C., where a plant of 500 horse power was being put in at a cost of about \$35,000, the power to be transmitted three and a half miles.

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**MAIL SERVICE TO CARDSTON.**

The lack of an efficient mail service between Lethbridge and Cardston, Alberta, was brought to the attention of your

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Council, by representations of residents at Cardston, and by business men of this City. A communication has been forwarded to the Post Master General, through the Post Office Inspector here, after a Committee interviewed the latter, stating the circumstances of the situation, and asking for a more frequent service than now exists, viz.:—one mail each week.

#### CITY WATER WORKS.

In October and November of 1897, several meetings of the Board and Council were held for the purpose of discussing the subject of the submission to the ratepayers of the city of a bye-law to authorize the city borrowing \$700,000 to construct water works for the city. The conclusion arrived at by the Board is expressed in the following resolution:—

"1st.—That a system of water works should be constructed by the city, as recommended in the report of Mr. Herring, C.E., and modified (as to distribution) to meet the present requirements of the city, viz., 41½ miles.

"2nd.—That the works be constructed, and afterwards operated by a commission to be appointed by the City Council.

"3rd.—That the question of the city taking over any portion of the existing water works, and also whether the construction of the works be by contract or by day labor, be left to the commission for decision."

All of which are submitted for the Council.

D. W. BOLE,  
President.

C. N. BELL,  
Secretary.

## Treasurer's Statement.

FOR THE YEAR ENDING 31ST DECEMBER, 1897.

WINNIPEG,

JANUARY 27TH, 1898

### RECEIPTS.

To Balance from last year . . . . .	\$ 703 64
" Annual Dues . . . . .	1750 00
" Interest . . . . .	18 88
	\$2472 52

### DISBURSEMENTS.

By Salary of Secretary for 1897 . . . . .	\$ 900 00
" Bonus to Secretary for 1896 . . . . .	50 00
" Printing . . . . .	192 90
" Expenses—J. H. Ashdown, delegate to Ottawa . . . . .	150 00
" Rent . . . . .	100 00
" Expenses re Banquet . . . . .	68 20
" Postages and Notices of Meetings . . . . .	73 40
" Furniture . . . . .	43 00
" Stationery and Forms . . . . .	31 40
" Telegrams . . . . .	28 18
" Telephone . . . . .	20 15
" Books and Binding . . . . .	13 21
" Miscellaneous . . . . .	28 45
	1698 99

BALANCE IN BANK OF OTTAWA . . . . . \$ 773 53

ANDREW STRANG, TREASURER.

Audited and found correct—T. HARRY WEBB }  
A. C. ARCHIBALD } AUDITORS.

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## 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.
898	1886.....\$1,959,837.....	\$ 859,615.....	\$467,213
	1887.....2,011,183.....	885,041.....	508,848
	1888.....1,750,048.....	1,304,800.....	457,354
	1889.....2,207,314.....	682,605.....	549,458
	1890.....2,555,235.....	988,384.....	649,027
	1891.....2,796,805.....	1,612,124.....	920,395
72 52	1892.....3,038,443.....	2,078,339.....	775,924
	1893.....2,652,488.....	1,211,078.....	693,293
	1894.....2,353,768.....	1,864,964.....	602,465
	1895.....2,190,570.....	1,611,003.....	484,252
	1896.....2,770,316.....	1,308,505.....	634,840
	1897.....2,858,966.....	1,965,755.....	644,281

On account of the most of the merchandise, produce, etc., 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 in the customs returns, and consequently the above returns do not cover anything like Manitoba's trade with foreign countries, Especially is this the case in the matter of exports of cattle, wheat and flour; the customs ports in Ontario and Quebec receiving credit for practically the whole exports of Manitoba and the North-West Territories along these lines.

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## INLAND REVENUE COLLECTIONS.

## WINNIPEG DIVISION.

For years ending 30th June:

	1896.	1897.
Spirits .....	\$185,407	\$218,775
Malt Liquor .....	475	819
Malt .....	21,328	27,323
Tobacco .....	162,865	150,169
Cigars .....	7,847	12,124
Petroleum Inspection .....	1,051	1,162
Seizures .....	—	110
Other Receipts .....	609	555
Totals .....	\$379,582	\$411,037

## WINNIPEG POST OFFICE STATISTICS.

Year Ending 30th June.	GROSS POSTAL		AMOUNT MONEY ORDERS	
	REVENUE.	ISSUED.	PAID.	
1896 .....	\$ 91,418	\$ 153,375	\$522,893	
1897 .....	98,086	†	—	

## \* CITY CARRIERS DELIVERY.

	LETTERS.	POSTCARDS.	NEWSPAPERS.
1896 .....	1,190,592	148,252	901,940
1897 .....	1,232,586	164,346	982,938

## \* MAILED AT WINNIPEG OFFICE.

	LETTERS.	POSTCARDS.	† NEWS- PAPERS.	OTHER PACKAGES.
1896 .....	2,539,914	335,998	1,049,958	74,568
1897 .....	(No enumeration taken).			

\* These statistics are obtained by estimating from two enumeration weeks' results.

† Newspapers not from offices of publication.

## CITY OF WINNIPEG ASSESSMENT OF PROPERTY.

	REALTY ASSESSMENT.	EXEMPTIONS.	TOTAL.
1896.....	\$ 19,498,660	\$ 4,696,880	\$ 24,195,540
1897.....	19,745,930	4,876,820	25,622,750

## MANITOBA'S WHEAT EXPORTS

[INCLUDING FLOUR.]

Crop (1886).....	4,000,000 bushels
" (1887).....	10,500,000 "
" (1888).....	4,000,000 "
" (1889).....	4,500,000 "
" (1890).....	11,500,000 "
" (1891).....	14,000,000 "
" (1892).....	14,000,000 "
" (1893).....	12,000,000 "
" (1894).....	15,000,000 "
" (1895).....	29,000,000 "
" (1896).....	14,000,000 "
" (1897—estimated).....	18,500,000 "

## GRAIN STORAGE CAPACITY.

Including Port Arthur, Fort William, Keewatin and points in Manitoba and the Territories:

1891.....	7,628,000 bush.
1892.....	10,366,800 "
1893.....	11,467,100 "
1894.....	11,817,100 "
1895.....	12,000,000 "
1896.....	13,873,600 "
1897.....	14,999,300 "
1898.....	18,378,500 "



## GRAIN STATISTICS.

Returns to the Winnipeg Board of Trade of wheat inspected at Winnipeg, for crops of years named :

WHEAT.		1880	1890	1891	1892	1893	1894	1895	1896
CLASS.	GRADE.	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.
Hard.....	No. 1.	1401	424	934	4254	6404	4380	6912	
"	No. 2.	990	1575	2683	4337	1701	206	1898	2365
"	No. 3.	—	2625	2249	1731	290	8	2008	922
Northern	No. 1.	59	1425	146	319	307	589	710	475
"	No. 2.	287	—	531	432	51	20	157	88
"	No. 3.	35	338	43	106	—	—	37	9
White Fife	.....	29	—	—	167	86	86	65	41
Spring	No. 1.	—	—	—	—	16	93	213	47
"	No. 2.	—	—	—	—	—	—	38	2
No grade and feed	.....	—	630	701	900	164	75	198	136
Rejected	.....	162	320	1169	1265	502	789	2578	379
Commercial grades	.....	338	3276	5426	930	20	—	1630	653
Total Cars	.....	3396	10200	13372	11121	7391	8270	13912	11929

WHEAT—Equal to (bushels) 2,207,400; 6,630,000; 8,691,800; 7,228,500; 4,811,300; 5,575,500; 9,042,800; 7,753,850.

NOTE—Returns for six months ending 31st December, 1897, show 4,893,850 bushels already inspected of the crop of 1897, of which 92½% graded equal to Nos. 1 and 2 Hard.

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## WINNIPEG CLEARING HOUSE.

## REPORT FOR 1897.

The following is the comparison of the total monthly bank clearings for the last three years :

	1895.	1896.	1897.
January.....	\$ 4,067,403	\$ 4,977,200	\$ 5,009,819
February.....	2,721,028	4,052,581	3,851,013
March.....	2,929,438	4,286,623	4,289,596
April.....	3,093,079	4,032,458	4,161,962
May.....	4,156,282	4,246,201	5,014,786
June.....	3,865,184	4,094,841	5,531,140
July.....	4,038,846	4,961,277	5,616,603
August.....	3,937,780	4,646,959	6,298,574
September.....	4,008,906	4,630,706	8,035,201
October.....	7,911,958	7,585,472	13,291,879
November.....	8,503,272	8,895,175	13,550,761
December.....	8,640,454	7,736,945	9,784,498
	\$55,873,630	\$64,146,438	\$84,435,832

The largest and smallest transactions, by months, weeks and days, during—

	1896	1897
<i>Largest Month..</i>	Nov..... \$8,895,175	Nov..... \$13,550,761
" <i>Week...</i>	End'g Nov.5 2,408,968	End. Nov.11 3,578,281
" <i>Day....</i>	Nov. 5.... 458,358	Oct. 5.... 829,331
<i>Smallest Month..</i>	April..... 4,032,458	Feb..... 3,851,013
" <i>Week...</i>	End. Ap'l 30 710,051	End. Jan. 28 811,703
" <i>Day....</i>	April 29... 92,893	March 13.. 90,984
<i>Average Daily Clearings....</i>	213,000	270,627



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