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SUPPLEMENT TO

# The Commercial

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

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WINNIPEG, FEBRUARY 10, 1890

## Railway Construction in the West.

A SPLENDID SHOWING FOR 1889.

GREAT POSSIBILITIES FOR THE FUTURE.

A little over a year ago, in speaking of the outlook for railway construction in Western Canada, THE COMMERCIAL said: "There is good reason to believe that the present year will be one of more than usual activity in railway construction in Western Canada. In fact, 1889 promises to be the most active in this respect of any year since 1882." This prediction was made in view of the abrogation of the monopoly exercised by the Dominion Government, in behalf of the Canadian Pacific railway, and of the entrance of the Northern Pacific railway into the country. It is hardly necessary to say that the forecast made in this journal, in its first issue of January, 1889, has been abundantly fulfilled. The past season has certainly been an active one in railway building, and the record of mileage constructed in Manitoba will surpass any year since 1882.

**NEW RAILWAYS IN 1889.**

The new Northern Pacific and Manitoba Railway Company, working in connection with the Northern Pacific railway in the United States, obtained its first footing in Manitoba in the fall of 1888. This road, it was expected, would do considerable construction work in Manitoba in 1889. With the opening of the season, work was commenced on an extension of the railway system of this road from Winnipeg to the town of Portage la Prairie. This branch had been put under construction during

the fall of the previous year, but owing to legal difficulties thrown in the way, the work could not be completed. However, it was resumed in the spring of last season and completed and opened last summer, thus adding fifty-five miles to the railway mileage of Manitoba. The Portage branch leaves the main line at Winnipeg, near the southern boundary of the city, and runs westward to the Portage. The road runs on the south side of the Assiniboine river, crossing this river to the north side a few miles from Portage. The road opens up a new district, comprising some excellent farming and hay lands, while toward the Portage end of the road there is a belt of quite heavy timber country. Portage la Prairie is now connected with Winnipeg by two distinct lines of railway. At the Portage the Northern Pacific and Manitoba connects with the Manitoba and Northwestern railway.

In addition to the Portage branch, the Northern Pacific and Manitoba Company has also built a railway from Morris, on its main line, to Brandon. A small amount of work was also done on this branch in the fall of 1888. Work was resumed last spring and the branch completed to Brandon, adding another 145 miles to the railway mileage of the province. Owing to difficulties at Brandon concerning the right of way, terminal facilities at Brandon have not yet been arranged, but this is only a temporary matter. The road is under operation as far as Wawanesa, where it crosses the Souris river, about twenty miles from Brandon. The Morris-Brandon line runs westward from Morris about midway between the two southwestern branches of the Canadian Pacific, turning northward toward Brandon, at a point about south of Glenboro. It runs through a fine country, and already a number of towns have sprung into existence along the new road, with grain elevators and other facilities. In fact, the Northern Pacific and Manitoba railway has already created about fifteen new grain markets in Manitoba. At Brandon the branch will probably soon be connected with the Northwest Central, a road building northwest from that place.

**NEW C. P. R. LINES.**

It was expected that the advent of a new competing line of railway would stir the Canadian Pacific up to do something in Manitoba during 1889. This has proved to be the case. The Canadian Pacific people have been promising to build a branch from Brandon in a southwesterly direction every year since 1882. No attempt, however, to carry out these promises was made until last summer. In order to get ahead of the Northern Pacific, which is heading for the same region, the Canadian Pacific people started in to build this line, which is known as the Souris branch, last summer. The branch leaves the main line at Kemnay, the first siding west of Brandon, and runs in a southwesterly direction. The branch has been graded for a distance of about fifty miles, to the neighborhood of Melita post office. The first eighteen or twenty miles, as far as Plum Creek, has been ironed. The only other new railway construction done in Manitoba by the C. P. R. last summer was a short extension of the Southwestern branch from Barnsley to Carman, about six miles.

**OTHER NEW LINES IN MANITOBA.**

The Great Northwest Central, which has been before the people for some years under different forms and names, seems to have at last been placed on good footing. This road apparently was conceived as a boodling scheme, by certain politicians who had sufficient influence with the Government to secure a land grant for it. It is now supposed to be in the hands of an English syndicate with capital to push it through. At any rate, the work now is in a more definite shape, and last year the first fifty miles of the road were ironed and made ready for operation in the spring. The road starts at a point on the C. P. R. a few miles east of Brandon, and runs in a northerly direction to within a short distance of Rapid City, where it turns to the west. It is expected that the southeastern end of the road will be continued into Brandon, where connection will be made with the Northern Pacific.

Other railway work done in Manitoba during 1889, consisted in the commencement of construction on two roads, each running in a southeasterly direction from Winnipeg. One of these roads is called the Winnipeg South Eastern, and the other the Manitoba South Eastern. A few miles of grading was done on each road. They are rival railways, and the objective point of each is supposed to be the United States boundary, where connection is to be made with a road building toward Winnipeg from Duluth, Minnesota, and known as the Duluth and Winnipeg. It is evident, however, that only one of these roads can connect with the Duluth and Winnipeg, and it is expected that the outcome will be that eventually the rival companies will be amalgamated, or failing this, that one will be forced to retire.

In addition to the railways mentioned, a little new railway work has been done within the city limits of Winnipeg. This is the Winnipeg Transfer railway, a short line of a mile and a half or so in length, but likely to become a valuable property. The road runs along the Red river front, through the city, and is intended to connect the Canadian Pacific and Northern Pacific systems, for transfer purposes. The property along the road has the advantage of both railway and river frontage, and will become very valuable for warehouse purposes.

**IN THE TERRITORIES.**

In the territories west of Manitoba, some construction work was done in the direction of extending the Manitoba and Northwestern railway. The western terminus of this road is now beyond the boundary of Manitoba. About twenty-five miles of this road was graded last summer, continuing westward from the end of the track at Saltcoats.

The most important railway work done in the Territories was in connection with the Qu'Appelle, Long Lake and Saskatchewan railway. The construction of a road in a northerly direction from the town of Regina was commenced in the year 1886. About twenty miles of road were completed, but there the matter ended. The road had been given a valuable land grant, but this did not seem a sufficient inducement to capitalists to take hold of the enterprise. Meanwhile, the people in the northern settlement of Prince Albert, on

the Saskatchewan river, were crying out for a railway, and from that important but isolated settlement deputations and petitions were sent to Ottawa, to urge upon the Government the necessity of aiding in the construction of a railway, to give the settlers the greatly needed outlet. The Manitoba and Northwestern was heading in the direction of Prince Albert, but the progress of the road was not at all rapid enough to suit the northern settlers, and at the same rate it would be many years before it would reach the Saskatchewan. At the session of the Dominion Parliament in January, 1889, the Government decided to grant additional assistance to the Regina & Long Lake, or as it is now called, the Qu'Appelle, Long Lake & Saskatchewan railway, as an inducement toward the rapid construction of the road through to the northern settlements. Under the additional assistance granted, the Canadian Pacific Company took hold of the enterprise, and the road is now practically a part of the C. P. R. Grading was commenced on the road last summer and carried through as far as Saskatoon, on the south branch of the Saskatchewan river, a distance of 150 miles from Regina. Of this distance about 120 miles have been ironed. This includes the twenty miles built in 1886; but this old section of the road was in such bad shape, that it had to be practically rebuilt.

So much for railway work in the Territories. In the Port Arthur district of Ontario, which is usually included in the term Western Canada, being more closely connected with Manitoba than with the country east of the lakes, something has also been done in the direction of railway construction during 1889. The Port Arthur people have been working for years to secure the construction of a road to open up their rich mining country. The scheme is now apparently in good shape, and a fair start has been made in building the road, which is to be known as the Port Arthur, Duluth & Western railway. A portion of the road has been constructed, and it is understood it will be pushed next summer. Great things are expected from this road in the development of the rich mineral country through which it will pass.

NEARLY 550 MILES OF NEW ROAD.

Altogether the showing is a good one, and such as the people may well be satisfied with. Summed up, we find that nearly 550 miles of new railway have been graded in Western Canada during 1889, of which all but about 100 miles have been ironed. Construction has been done on ten different railways, not including the Winnipeg Transfer railway. Following shows the new railway work for 1889, in miles:

	Ironed.	Graded.
Northwest Central . . . . .	50	—
N. P. & M. Portage branch . . . . .	55	—
Brandon branch . . . . .	145	—
C. P. R. Souris branch . . . . .	20	30
" Carman extension . . . . .	6	—
M. & N. W. extension . . . . .	—	25
Qu'A. L. L. & S . . . . .	120	34
Manitoba South Eastern . . . . .	—	20
Winnipeg " . . . . .	—	10
P. A. D. & W. . . . .	15	—
Total . . . . .	411	119

THE OUTLOOK.

The outlook for the present year for railway construction is even more bright than it was at this date a year ago, and it is almost certain that the record for 1890 will greatly surpass that of the past year, however pleasing that record is. Without considering any of the doubtful schemes, the work which is almost certain to be undertaken is very large, surpassing in amount what could ever before be counted upon at the commencement of the season. The Northern Pacific & Manitoba company have given assurance of a vigorous railway policy for next season, and a number of other roads are practically assured. As a proof it may be stated that there are more men employed in the woods this winter than ever before in the history of Manitoba, and a large number of these are getting out ties, bridge timber, etc., for railway work next year. Material in the way of iron, etc., is also being brought in, with which to commence work in the spring.

As to exact mileage likely to be built next season, it is of course impossible to give figures, but at least 500 miles of new road can safely be counted on, and the figures may reach nearer 1,000 miles. In Manitoba the Northern Pacific and Manitoba company are likely to build at least two roads, one being probably an extension of the Portage branch into Northern Manitoba. It is also understood that this company will build a road into the Souris coal district of southwestern Manitoba, connecting it with the Brandon branch. The Canadian Pacific company will of course complete its Souris branch, in order to keep ahead of the Northern Pacific. Some extension of the two Southwestern branches of the C. P. R. is also looked for. By next fall the Souris coal fields will be opened up by probably two roads, which should have the effect of cheapening fuel in our cities and towns. The Northwest Central have given assurance of a vigorous policy next summer. About 100 miles of road has been located beyond the present terminus. The objective point of this road, according to its charter, is Battleford, on the North Saskatchewan, a distance of about 450 miles from its present eastern terminus. This road also has charter powers to extend westward to the Rocky Mountains, and thence through the Yellowhead Pass to the Pacific coast, consequently it may some day become a

GREAT THROUGH ROUTE

to the Pacific coast. It has a land grant of 6,400 acres per mile for the first 450 miles of road. Of the two roads put under construction last fall, running south easterly from Winnipeg, it is tolerably certain that at least one will be continued next summer. Recently assurances have been given that the Duluth and Winnipeg railway will be completed to the Manitoba boundary during the present year. This road will give Winnipeg a new and more direct connection with Duluth.

In the Territories, the charter of the Manitoba and Northwestern calls for the completion of at least twenty miles of new road. It is also announced that financial arrangements have been completed for the extension of the Northwest Coal and Navigation company's railway (Galt road) from Lethbridge into Mon-

tana. This road is at present something over 100 miles in length, and connects the Galt coal mines at Lethbridge with the Canadian Pacific at Dunmore station. It is said that a large trade could be done in exporting coal to Montana from these mines, and an effort was made last year to make financial arrangements to extend the road from Lethbridge into the state of Montana. It is now reported that financial arrangements for building the road next summer have been made.

Undoubtedly the most important railway work which will be done in the Territories next year will be in connection with the

QU'APPELLE, LONG LAKE AND SASKATCHEWAN railway. Every arrangement has been made to commence work early in the spring and complete the road through to Prince Albert. The contractors claim that they will have the road completed to Prince Albert by the first of October. A large bridge will be built over the South Saskatchewan, near Saskatoon, for which timber is now being prepared in British Columbia. Car loads of rails and other material by the score have been sent forward, so that no delay need occur in pushing the work early in the spring. It has also been reported that an extension of this road through the North Saskatchewan country next summer is not improbable. At any rate, surveys for such a road are being made. The most important feature of the Qu'Appelle, Long Lake and Saskatchewan railway is that it will be the first road to open up the great North Saskatchewan country. Isolated settlements have existed in this country for years, such as the Prince Albert, Battleford and Edmonton settlements. It was originally the intention of the Government to have the main line of the Canadian Pacific run through this northern district, but when the road passed into the hands of the present syndicate, the route was changed to the southern line. The great Saskatchewan country is described by all who have visited it, as a grand region. The earliest settlements made in the great prairie country of Western Canada, outside of the Red river region of Manitoba, were formed along the Saskatchewan. Battleford, on this river, was the first capital of the Territories, previous to the construction of the railway. The settlements were reached by boat from Winnipeg, via Lake Winnipeg and the Saskatchewan river, which is navigable for a distance of about 800 miles. Since the construction of the main line of the Canadian Pacific through the southern portion of the prairie belt, attention has been drawn from the famous Saskatchewan country, and isolated as they were from the rest of the world, the settlements have not increased much of late years. But they are now to be opened up to railway communication, and thus a

NEW ERA

in the development of the great West is about to set in. The vast country included in the Saskatchewan valley is to be opened for settlement. The Saskatchewan region is considered an excellent farming and stock country. It is a mixed prairie country, having plenty of wood and water, in distinction to the more open prairie to the south. The Saskatchewan valley is on a line with the Yellow Head pass, which is said to be the most favorable pass yet found

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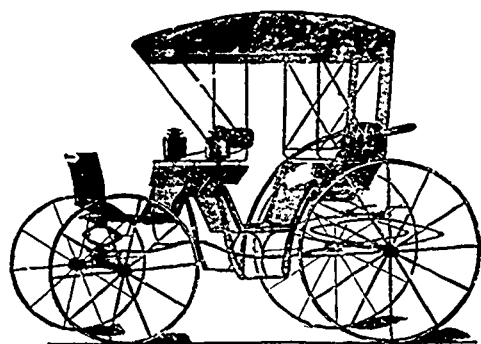
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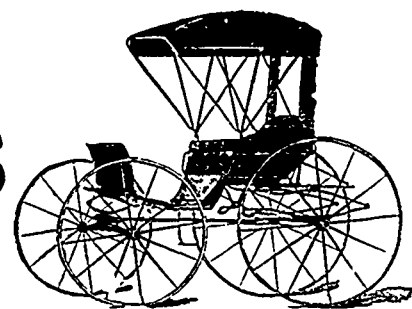
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for the construction of a railway through to the Pacific coast. That a railway will yet run through the Saskatchewan country and on to the Pacific coast, is now looked upon as a certainty, at no distant date. Indeed it is looked upon as more certain than the completion of the Canadian Pacific to the coast was considered, ten or twelve years ago.

In considering the outlook for railway construction in 1890, only the more important railway schemes, which are almost certain to go on, have been dealt with. There are a number of other railway enterprises in Manitoba and the Territories, in hand, but they are not sufficiently advanced to speak with tolerable assurance regarding them. When the time comes around, however, some of them may show sufficient vitality to undertake construction. There is also a prospect of some railway construction in the province of British Columbia, the most western portion of Western Canada, during this year. Nothing has yet been said in this article about the

HUDSON'S BAY RAILWAY.

Of all the railway enterprises, this is the one upon which the people of Western Canada have set their hearts. That it will be built in time is not the least doubted by Manitobans, whose faith in the route is about as sure as it could be in any enterprise. Upon the opening of this great route, the development and prosperity of this country in a large measure depends, and all other railway enterprises are considered but of secondary importance when the Hudson's Bay road is included. This road has been before the people for years, but the progress made has not yet been very much. In a scheme of this kind, which involves the opening of an entirely new railroad and steamship route, the difficulties to be overcome are very great, but that they will be overcome in time, there is no shadow of doubt in the minds of the people. What position the road is in at the present time, it is not easy to explain, but many believe that the prospects are good for the placing of the scheme in a practical shape to continue construction, before long. Perhaps during 1890 the work of building the road may be undertaken in earnest.

In conclusion, there is just one point which may be brought out, in connection with railway development in Western Canada. That is, faith in the future of the country. Especially is this the case in connection with the Northern Pacific and Manitoba Railway Company. This company, which is really the Northern Pacific railway of the United States, in Canada, has pushed its work vigorously since it first entered Manitoba, and it promises to follow up the same policy during the present year. This company has erected a handsome depot building and covered train shed in Winnipeg. Round house, foundry and machine shops have also been established, and construction has been commenced on a grand hotel building, for this company, which will be one of the finest structures in Canada. Altogether, with the work now in hand, the investments of the Northern Pacific in Winnipeg will not be less than \$1,000,000. If this does not show faith in the future of Manitoba and its capital city, what does it indicate?

ADDITIONAL ASSURANCES.

During the last few days which have elapsed since this article was first written, additional assurances have come to hand which go to still further improve the outlook for railway construction during 1890. The president and the general manager of the Duluth and Winnipeg railway have arrived in this city to look over the situation, and they professed to be greatly encouraged with the prospects. They intimated that they were greatly impressed with the desirability of tapping the trade of this country and hoped that the road would be completed through to Winnipeg within the present year. A bill for the incorporation of the Duluth and Winnipeg railway is now being asked for, which indicates that the company will build its own line from Winnipeg to the Minnesota boundary instead of connecting at the boundary with one of the South Eastern roads, now under construction. It has also been announced that the Duluth and Winnipeg railway company has been successful in negotiating a loan of \$7,000,000, and that the road will be completed before 1891. A positive announcement has also just been made that the Galt railway from Lethbridge into Montana will be built. Capital has been secured for the construction of this road from Lethbridge, Alberta to Great Falls, Montana. It is now stated positively that the contract has been let and construction work will be commenced just as soon as the frost is out of the ground this spring. It is said that the Montana portion of the proposed Galt extension will be built northward from Great Falls, and the Alberta section will be built from Lethbridge to the boundary at the same time. The present Galt railway, narrow gauge, from Duamore to Lethbridge, will be widened to standard gauge by the time the new extension is completed. Preparations are now being made to begin work on the road. Timber, ties, telegraph poles, &c., are being got out, and everything will be in readiness to commence grading just as soon as the frost is out of the ground. The road from Great Falls to Lethbridge, a distance of 210 miles, will, it is claimed, be completed by September next. This road will greatly increase coal mining operations at Lethbridge, as the purpose of the railway is to provide a means of reaching the markets of Montana with this coal.

Another railway project just reported is a branch from the C.P.R., west of Port Arthur, to open up a rich mining section. The latest railway enterprise is a projected railway from Winnipeg in a northwesterly direction, called the Winnipeg and North Pacific, the promoters of which are now seeking Government aid at Ottawa. They propose to reach the Pacific coast by the original northern route first selected for the C.P.R., but afterwards abandoned. They say 100 miles will be built this year, if the necessary aid is granted. This new scheme may be considered doubtful, at least until more is known of it.

The next important item of late railway news is the positive announcement just given that the Northern Pacific Company will build a road northward from Seattle into British Columbia, reaching New Westminster and Vancouver. Some additional local railway schemes are also reported from British Colum-

bia, but these are more or less uncertain in their nature.

Manitoba's Grain Trade. ✓

STEADY INCREASE IN ACREAGE SOWN.

LARGE ADDITIONS TO THE ELEVATOR CAPACITY.

The acreage of land sown to the various grain crops in Manitoba shows a steady increase. In 1885, the acreage sown to wheat in Manitoba was 367,479 acres. In 1889 the area had increased to 623,245 acres. In the same time the area sown to oats increased from 157,026 to 219,744. Barley increased from 52,189 to 80,233, making a total area of these three grains, for 1889, of 922,127 acres, as compared with 576,694 acres in 1885. This shows a very gratifying increase in the amount of land under cultivation. According to official returns last fall, the area of new land broken last season was 135,649 acres. It is therefore safe to count upon at least 1,000,000 acres to be put in crop next season, of which, say 703,000 acres will be in wheat. This total acreage, with an average crop next season of 20 bushels per acre, would give 14,000,000 bushels of wheat, nearly 12,000,000 bushels of which would be available for export. In the heavy crop year of 1887, the average yield of wheat for Manitoba was 32.4 bushels per acre. Should this year therefore return a yield equal to that of 1887 Manitoba would turn out about

23,000,000 OF WHEAT,

and have over 20,000,000 bushels for export. This quantity of wheat for export from our next crop is therefore not at all impossible, though it would not of course be well to count upon such a large export. Still there is nothing impossible about the province returning a crop as large as that of 1887. What has been realized once is quite likely to come about again. These figures do not take in the acreage and yields of grains in the territories, but simply the country within the boundaries of Manitoba. No figures are available of the acreage sown to crops in the territory adjoining Manitoba to the west. In a good crop year, however, the surplus grain from the territories would be sufficient to swell the figures given for Manitoba a few million bushels, making a total crop of 25,000,000 bushels of wheat for this country possible for next season. This of course would only be in the case of a phenomenally large yield all over the country, such as was experienced in the year 1897, and for ordinary purposes it is perhaps best to count on average, and not on remarkably heavy crop years. According to the official reports, the average yield of wheat for Manitoba for a series of years from 1883 to 1887 inclusive, was 20.6 bushels per acre.

The year 1889, as is well known, was an off year all over the west. The spring was remarkably dry, and all vegetation suffered severely therefrom. Still, the wheat crop of Manitoba was by no means a failure. In some districts fair crops were realized, and individual yields up to about 25 bushels per acre were reported from different parts of the country. Coarse grains did not stand the drought as well as wheat, and in oats and barley the crop

(BWR)

was very poor. For next season it is of course impossible to give any forecast of the probable yield. This winter the fall of snow is heavier than average and several times heavier than up to this date last year. The snow also has remained on the ground, and has not blown off the plowed fields as it did last year. These features, so far as they go, are considered very favorable for crop prospects next year.

FIXING THE STANDARDS.

One of the features in connection with the grain trade of the country for the past year was the selection of samples for grading grain at Winnipeg. Heretofore, standards for grading western wheat were fixed at Toronto. This arrangement was found very inconvenient and disadvantageous to the grain trade, and after some agitation, the Dominion Government was prevailed upon to place the selection of standards and grading of grain in the hands of the western trade. Representatives from the various western boards of trade met at Winnipeg last fall and arranged the grades for the crop of 1889. The following standards were selected: No. 1 hard, No. 2 hard, Nos. 1, 2 and 3 Northern and Nos. 1 and 2 rejected. The standards for oats and barley were also selected. All the wheat will weigh over sixty pounds to the bushel, and the percentage of the various grades will be the same as laid down in the act.

NEW ROUTES OPENED.

Another important item to the grain trade is the extension of railways through the country. The Northern Pacific company, which extended its connections through Manitoba during the summer of 1889, has already had quite an influence upon the grain trade. It has been the means of opening quite a number of new grain markets, and led to the erection of a number of elevators and grain warehouses at country points. This road has also afforded Manitoba shippers a new and competing route for the shipment of grain eastward, which has been taken advantage of to some extent. This is the route via Duluth and the lakes. Wheat going by this route is shipped over the Northern Pacific to Duluth, where it is stored in bonded bins, under the charge of a Canadian customs officer, until it is shipped into Canada again by water.

MANY NEW ELEVATORS.

Notwithstanding that last year was unfavorable as regards the crops, a large number of new elevators and grain warehouses were erected throughout the country, thus showing that the grain men have ample faith in the future, and that an occasional short crop does not have the effect of retarding the expansion of the trade. The number of new elevators erected last season is almost surprising even if the crop had been a large one. The opening of new railways led to the erection of a number of elevators, but quite a number were also built at points previously reached by railways. On the new Northern Pacific and Manitoba railway, in Manitoba, ten elevators have already been erected. These have a capacity of 30,000 bushels each, with the exception of one at West Lynne, which has a capacity of 70,000. Wheat shipped to Duluth is passed through the West Lynne elevator, for cleaning and other purposes, before leaving the province.

Three grain warehouses have also been established on the Northern Pacific connections in Manitoba, in addition to the elevators mentioned. These elevators and warehouses represent new wheat markets opened. There are also other points on the road where wheat is bought and loaded directly into cars. At some of these points elevators will no doubt be erected next year. Besides establishing new markets, the construction of railways lessens the distance which farmers are obliged to haul grain, and also creates more competition for some of the old markets, for where two markets are not far apart, a little higher price at one place will draw grain even past the lower market. The new elevators and warehouses on the Northern Pacific lines are all owned by Martin, Mitchell & Co. The Keewatin Milling Co., also erected five elevators at points in Manitoba last summer, and some were established by other grain shippers. Altogether probably not less than twenty-five new elevators and warehouses, principally the former, were erected. Next year with fair crop prospects, this record will be greatly surpassed. The Central railway from Brandon, to be opened in the spring, and the Souris branch of the C.P.R. will open a large number of new grain markets, which will require elevator accommodation. There will also be further extensions of the Northern Pacific, in districts now well settled, and elevators will no doubt be provided as fast as the railways are extended. In fact, it has recently been announced that a company of Minnesota capitalists will establish a line of elevators on the Northern Pacific branches in Manitoba next season.

WHEAT PRICES.

One of the peculiar features of the grain trade of Manitoba of late has been the course of prices. At the commencement of the crop movement for the crop year of 1889, prices paid for wheat in Manitoba markets were fully up to and sometimes in excess of values in outside markets. Instead of prices ruling on an export basis, however, they have continued to advance, until for some months past wheat on track at country markets has sold as high as the grain was worth delivered at Minneapolis or Duluth. This is quite a remarkable state of affairs, and it shows that Manitoba farmers have realized from 12 to 15 cents per bushel more than their wheat was worth for export.

The matter can be explained in this way: It cost say 15 cents per bushel on an average to ship wheat from Manitoba to Lake Superior ports, such as Port Arthur, or Duluth, but the prices paid at country points in Manitoba have been as high as the grain was worth at Duluth. The wonder will be how the grain can be disposed of at a profit where prices so far above a market value have been paid. However, wheat has about all been taken by Manitoba and eastern millers at these high prices, though wheat bought earlier in the season did not cost as much as that portion of the crop marketed later. Owing to the high quality of Manitoba wheat, eastern millers take a portion of the wheat at these high prices, for mixing with their cheaper eastern wheats, in order to grade up the quality of their flour. It is not so easy to see how Manitoba millers, who cannot secure cheaper wheat for mixing, will be able to make a profit

upon the wheat purchased at such high prices, as they have to compete in eastern markets with the cheaper eastern qualities of flour, and with flour imported from the United States. However, as the millers are themselves responsible for the high prices, they may know of some way to get out without a loss. In a heavy crop year, prices here of course would not average away above an export value, as they have done lately.

British Columbia in 1889.

A GREAT INCREASE IN THE TRADE OF THE PROVINCE ALL ALONG THE LINE.

The progress made in the province of British Columbia during the year 1889, is certainly very gratifying to the people of the province. Trade returns and other available information all go to show that last year was one of marked development and progress. In every industry to which the country is adapted, there have been signs of increased activity. The year has been a prosperous one for the three great industries of the province, namely; mining, fishing and lumbering. The cities have increased in population, and many important works in the way of buildings, public improvements, etc., have been undertaken. Customs returns and exports show large increases in figures, and in fact there has been a general advancement all along the line, thus indicating that the activity has not been confined to one or two branches of trade, but that the whole country has forged ahead.

DUTIES COLLECTED.

Duties collected in British Columbia for the fiscal year ended June 30th last, are the largest on record, the figures amounting to \$1,015,578. Duties collected for the previous year were \$873,952. British Columbia entered the confederation of the Dominion of Canada eighteen years ago. During the first year the province formed a part of Canada, the duties collected amounted to \$312,400. In the following year the amount collected was the lowest in the series of years since the province entered the Dominion. This was for the fiscal year ended June 30th, 1873, when collections were 301,147. The figures for the past fiscal year have more than tripled since 1873, and it is not likely that they will again go below the million point.

This growth in collection of duties is remarkable when the circumstances of the case are understood. Before British Columbia entered the confederation, her imports from Canada were practically nothing. Her trade was with the states to the south and with Great Britain direct by water. She had no connection with Canada by railway or other means of communication. After the province entered the Dominion, trade with eastern Canada slowly began to develop. Goods were sent in bond from the east over the Northern Pacific railway. A few years ago the completion of the Canadian Pacific railway afforded a new and direct route through Canadian territory between the east and the west. Since the completion of this road trade between British Columbia and the eastern provinces, Manitoba, and the Territories has largely increased. It will therefore be apparent that the trade of the province has

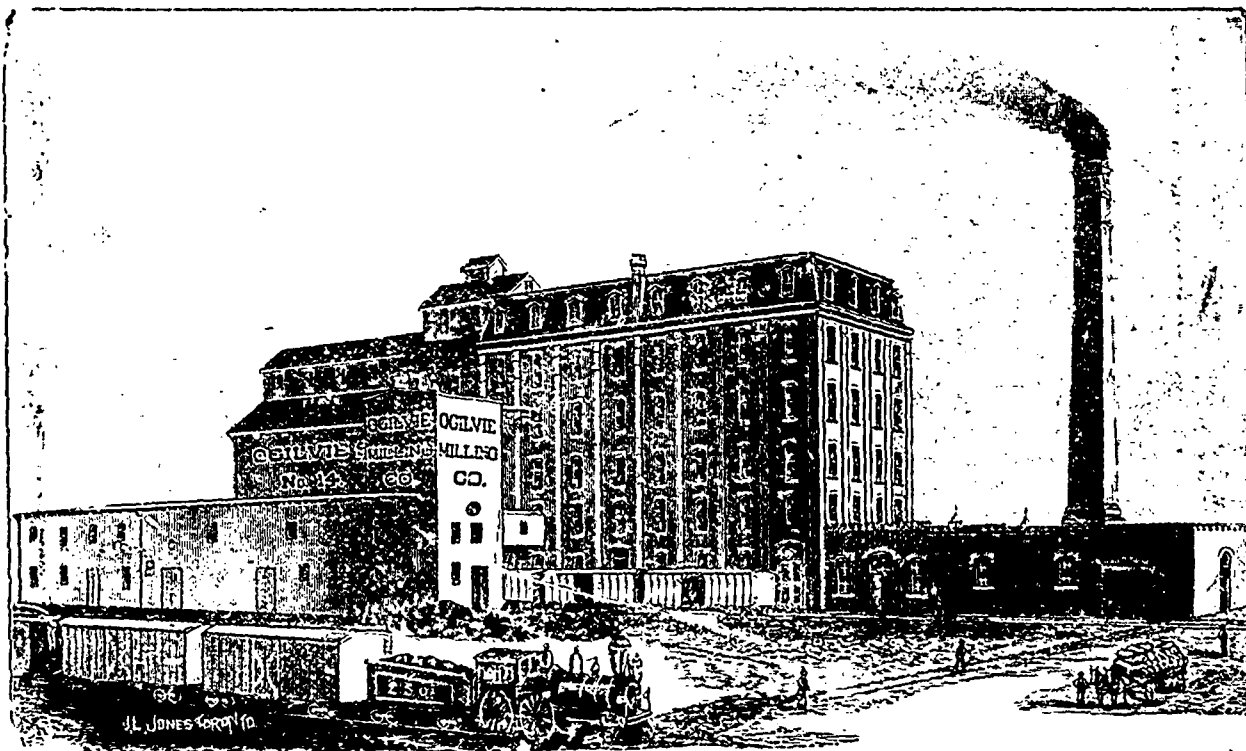


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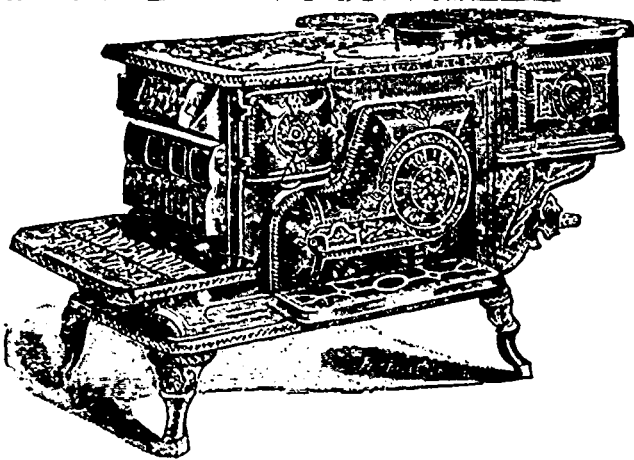
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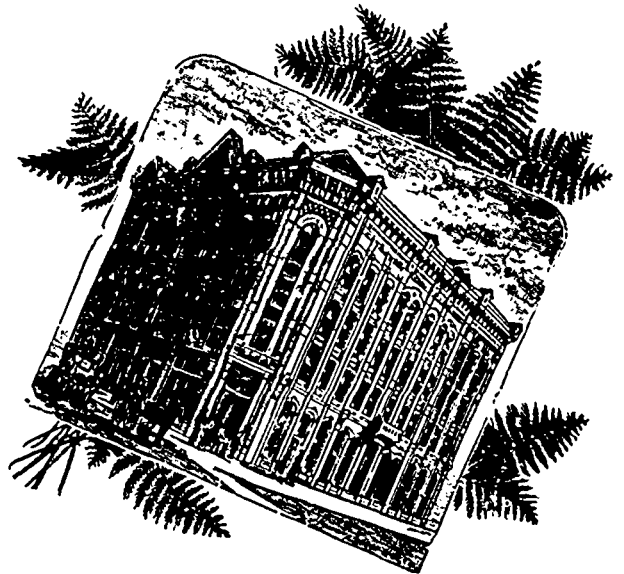
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grown in far greater proportion than is shown by the increase in the collections of duties. At the time British Columbia entered confederation, all goods were imported. Now a very large quantity of goods brought into the province come from other parts of Canada, and consequently displace an equal quantity of goods which otherwise would be imported, and upon which duty would be collected. With the large inter-provincial trade which has grown up during the past few years, one would almost expect a decrease in customs collections, instead of a large increase.

Inland revenue collections during 1889 show a large increase over the previous year. Inland revenue collections at the various points for the year 1889 aggregate \$124,016, as compared with \$107,545 for the previous year. The increase in inland revenue indicates a growing inter-provincial trade.

REMARKABLE EXPORTS.

It is in the figures of exports that British Columbia's trade shows up most prominently. People who rush through the province on the railway, often go away with the idea that the country possesses very little natural wealth. This is a most absurd conclusion, and one which can be refuted by figures which do not lie. Exports from British Columbia will compare favorably with any part of Canada, in proportion to population, and these exports are nearly all made up not of manufactured goods for the production of which the raw material has been imported, but are the natural productions of the country. Exports from British Columbia for the year 1889 foot up a total of \$5,811,511. These figures are the largest ever reached in the history of British Columbia, and for a province with an estimated population in the neighborhood of 75,000, they are really enormous. What portion of Canada or of the continent with a like population, can show such export figures? In the light of these reliable figures, the ideas sometimes expressed that British Columbia is not a valuable country, cannot reasonably be entertained. Following are the export returns for the year 1889, of the principal products of British Columbia.

MINERALS.

Coal exports, 450,000 tons, at \$4.50 per ton.....	\$2,025,000
Gold.....	183,192
<b>Total.....</b>	<b>\$2,513,192</b>

FISHERIES.

Canned salmon, exports, cases, 405,149.....	\$2,228,319
Fish, in pickle, 3,000 barrels.....	15,009
Seal skins, 35,000.....	245,000
<b>Total value of fisheries.....</b>	<b>\$2,518,319</b>

FURS.

Total shipments .....	\$ 300,000
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LUMBER.

Exports, 32,000,000 feet.....	\$ 480,000
<b>Total value of exports.....</b>	<b>\$5,811,511</b>

COAL MINING

Coal is one of the principal exports of the province. The coal mines now operated are

principally located on Vancouver Island, in the Nanaimo district. Now mines were operated last year at Comox, farther north, on the Island. Other discoveries of coal are being made in different parts of the country. Queen Charlotte Island has very valuable coal deposits, in large quantities, and said to be of a superior quality. These mines have not yet been worked to any extent. The principal export market for the coal is San Francisco, California. The *Victoria Colonist* has the following to say of the coal industry:—

"The coal output of the Vancouver Island mines for 1889, is largely in excess of any previous year. They supply the province and are one of the chief and most valued sources of supply for the San Francisco market. The average price obtained for coal during the year is considerably less than in 1888, but a fair profit has been realized. The Wellington and Vancouver collieries have extended their operations, the former having sunk a new shaft and found abundant coal of superior quality. The New Vancouver Coal Company have prospected extensively during the year and have recently put a shaft down to the famed Wellington seam and found coal of good quality. It is their intention to put this coal on the market during the first week of the new year. The Union Collieries Company have employed a large force of men in opening up their mines at Union Bay, near Comox, the first cargo of which was shipped in the collier *San Mateo* to San Francisco on July 1st. The coal is of a fine quality, of a harder nature than the Wellington coal. Up to the present time the coal has not been found in as extensive quantity as desired. Borings, however, have been made in various parts of the valley, and a good seam located, to which a shaft is now being sunk. A large number of veins of coal have been located, one of twelve inches proving to be excellent blacksmith coal. It is expected that early in the year the property will be opened up sufficiently to permit the mining of a large quantity of coal, the company being under contract to the Southern Pacific Railway Company to furnish to them 2,000 tons of coal per day. From the East Wellington Colliery no particulars have been learned.

The taking out of coal at the four collieries has continued almost uninterruptedly during the year, the only serious accident being the firing of the East Wellington shaft, while at Wellington a threatened strike was warded off by the good management of the late Hon. R. Dunsmuir.

The total output of the mines for the year, estimating that of East Wellington at 35,000, is 548,503 tons, of which the Wellington mines furnished nearly 50 per cent. Placing the value at \$4.50 per ton at the pit mouth, the output represents \$2,468,263. The mines give employment to over 2,300 men.

Following are the returns furnished by the several companies:—

WELLINGTON COLLIERIES.

	TONS.
Foreign shipments .....	196,510
Home Consumption .....	70,524
<b>Total.....</b>	<b>267,034</b>
Number of men employed, 900.	

UNION COLLIERIES (6 MOS.)

	TONS.
Foreign Shipments .....	27,551
Home Consumption .....	100
<b>Total .....</b>	<b>27,651</b>

Number of men employed, 450.

NEW VANCOUVER COAL CO.

	TONS.
Foreign Shipments .....	179,953
Home Consumption.....	38,000
<b>Total.....</b>	<b>218,918</b>

Number of men employed, 845.

EAST WELLINGTON COLLIERIES.

	TONS.
Foreign Shipments (estimated).....	35,000

Grand Total .....

548,503  
The output for the year is most satisfactory, but it was expected that the Union mines would have made a better showing. However, with the increased facilities for getting out coal at the Wellington and Vancouver collieries and the assured improvement at the Union, it is expected that the coal yield for 1890 will exceed that of 1889 by from 25 to 50 per cent."

OTHER MINERALS.

The gold dust shipments of British Columbia for the year 1889 show an increase of \$15,751,47 over last year, the figures given by Wells, Fargo & Co., of Victoria, in 1888 being \$472,442,15, and in 1889 \$488,193,62. Enquiry shows, however, that the increase is more apparent than real. In former years the gold sent out of the province for assay was not considered among exports. This year it was. The fact then is that the gold mines are the only sources of natural wealth which yearly show a decrease. The gold export has actually been a little less every year. The decline in exports of gold dust has been going on for some years, and is due to the washing out of placer diggings and the decreased attention given to this kind of mining. But British Columbia has made a good beginning, during 1889, in entering upon a new era of mineral development. It may now be said that an era of quartz mining has fairly set in, which will certainly lead to greater things than could be expected from placer mining in its palmiest days. The first attempts to establish smelters were made last year. A large smelter has recently been constructed at Revelstoke, and is all ready for operation. It should accomplish great things in aiding the development of the mineral districts of the interior. Revelstoke is on the Canadian Pacific railway, at the second crossing of the Columbia river, going west, and is a promising place. The establishing of a smelter at Vancouver was also undertaken, by an English company, but owing to lack of funds the work was not successfully completed, though a large amount of money was expended in the enterprise. It is understood a local company is now in a position to complete the work. The provincial government has also established reduction works at Barkerville, in the old and far as Cariboo district. British Columbia is nothing if not a mineral country, and now that quartz mining has been fairly commenced, the possibilities of the future are illimitable. Of this industry the *Colonist* recently said:—

"The quartz industry of the province has made most gratifying progress during the past

year. English and American capital has been attracted into the Kootenay, Cariboo and Yale districts and a large amount of development work has been done. Kootenay district has received the greatest attention during the year, that section adjacent to the line of the C. P. R. and the Kootenay Lake region in particular. From the Kootenay mines, silver ore of exceedingly rich character has been forwarded to the smelters of Helena and Butte for treatment, with excellent results, though the cost of transportation has been very heavy. Machinery for treating gold quartz has been taken to several mines. With the building of necessary railways and the establishment of rapid and cheap communication with the outer world, Kootenay Lake district gives promise of becoming one of the richest mining regions on the continent. It is gratifying to know that railways will be built to Nelson during 1890, and a couple of lines are seeking to connect the district with the United States railway system. In Rock Creek, Okanagan and the Nicola country good mines are now being opened out. Old Cariboo gives promise of reviving from its long slumber and will again send out to the world millions worth of precious metals. We understand one of the strongest of English syndicates has secured a large number of mines and will begin development early in the year. Through the test work several ledges have already been shown to be sufficiently rich to repay a handsome profit.

British Columbia as a field for mining operations will undoubtedly soon be properly appreciated. It is rich in precious metals. There is the same quantity of ore north as there is south of the boundary line, and the working of the latter has built up hustling and wealthy cities. The industry in this province is still in its infancy, but the indications are that it will in the near future have a rapid and healthy development."

SALMON CANNING.

For 1889 the fishery industry led all others, exceeding by a few dollars in exports that of products of the mines. Salmon canning of course is the principal item under this head. The run of fish the past season was phenomenally large on the Fraser river, and the pack was the largest ever made on the river. On the other rivers a fair pack of fish was made, the total pack for the province amounting to 414,294 cases, valued at \$2,288,617, of which 405,149 cases were exported. The exportable portion of the pack was shipped nearly all direct to London and Liverpool, England, seven ships having cleared from Victoria for those ports, via Cape Horn, with canned salmon. About 42,000 cases were shipped by rail to eastern Canada, 24,000 cases were exported to Australia and a few hundred cases to South America.

British Columbia has other great fishery wealth besides salmon canning. Very little, however, has yet been done in the way of developing the deep sea and coast fisheries. The waters off the coast swarm with fish, which will yet add millions of dollars annually to the trade of the province.

THE SEALING INDUSTRY

is an important one, and a good deal of capital has been invested in sealing schooners and

plant, by prominent British Columbians. The action of the United States regarding Behring Sea has, however, been a great drawback to the industry. The sealing industry has employed 26 schooners, manned by 225 whites and 300 Indians, and the estimated catch is placed at over 35,000 skins, probably half of which were taken in the Behring Sea. The value of this product reaches \$245,000.

LUMBERING.

Any reference to British Columbia which did not include the lumber industry, would be anything but complete. The forest wealth of the province is one of its most important features, and the lumbering industry is the one which has probably made greater advancement during 1889 than any other interest. There are several saw mills in course of erection, including a mammoth mill on the Fraser river, at New Westminster, by the Ross-McLaren company. The Brunette company is also building a new mill at New Westminster, and the Royal City Mills are being enlarged. At Vancouver extensive addition is being made to the saw mills, and the building of new mills on Burrard Inlet are reported. On Vancouver Island a large extension of the lumbering industry at Chemainus is going on. Lumber is exported from the coast mills direct to Australia, China and Japan, South America, California and Great Britain. Shipments by rail are also made eastward to some extent, to Manitoba and the territory east of the mountains. The duty imposed on lumber by the United States prevents larger exportations of that country, whereas otherwise a large business might be done. The fishery industry is also retarded by the duty on fish going into the United States. The lumber industry of British Columbia is one which must greatly increase. As the prairie country east of the mountains settles up, a large business will be done in shipping lumber from the interior and coast mills of the province to the prairie region.

SHIPPING.

The shipping of the province has shown substantial increase. A number of new craft have been constructed, and a number more are contemplated. The coasting and other traffic by water has shown expansion by the increase in the arrival and departure of ships. The steamship line between Vancouver and China and Japan is now a thoroughly established feature, and the route may be considered a success. Fine steamships are being built on the Clyde to replace the ships at present on the route.

PUBLIC IMPROVEMENTS.

The march of progress is shown by the public improvements being undertaken in the cities. Electric street railways are being established in Victoria and Vancouver, and New Westminster is also likely to have a street railway at an early date. A company is now applying for powers to build a street railway at the latter place. In building operations Victoria looms up with \$1,045,509 worth of new buildings for 1889. The new buildings are of a better character than those erected in former years, thus showing faith in the future of the city. Prospects for new buildings in Victoria for 1890 were never better. A number of new blocks have already been arranged for.

The value of new buildings erected in Westminster during the year 1889 was \$513,000, an increase of \$263,000 over the year previous. The number of buildings erected during the year was 340, an increase of 190 over 1888. During 1889 about ten miles of new streets were opened and graded and nearly nine miles of sidewalks were laid down. "To-day," says the *New Westminster Truth*, "there are not a dozen habitable houses in the city vacant. Every store is occupied in the business portion of the city, and all buildings under construction are leased and will be occupied as soon as completed. It is estimated that the population of the city has increased 2,000 since January 1st 1889, the population now being placed at 8,900." This is fair evidence of Westminster's progress and prosperity. Figures relating to building operations at Vancouver from the *News Advertiser*, for 1889, are given at \$1,032,290, which is an increase of about \$200,000 over 1888. The board of assessors during the past year have increased the taxable property at Victoria from \$5,758,442 to \$9,020,573, an increase over 1888, of over three million and a quarter dollars. Improvements not taxable in 1889, but which will be in 1890 amount to \$152,400. Exemptions amount to \$891,590, making altogether a grand total of \$10,367,573. The receipts of the city of Victoria for the year were \$257,887, and expenditure, \$256,750. Municipal receipts at Vancouver amounted to \$104,348, and expenditure to \$79,857. Expenditure during December is not included in the figures given for Vancouver. Sewer and park improvements have been carried on at Vancouver on an extensive scale. The business done at the Vancouver post office and government savings bank show an increase of nearly 35 per cent over any other year. This may be taken as an index of the growth of the terminal city.

All together from the statistics and returns a hand it is evident that the Pacific province has experienced a prosperous year, and the future is considered bright. As to the general commercial situation, it may be summed up in the following, from the *Victoria Colonist*: "As commercial paper has generally been promptly met, the banks have not found it necessary to draw the purse strings too tightly, and the satisfactory condition of trade has, of course brought about this desideratum. Business failures have not been numerous, and none, fortunately, of a serious character."

*The Sentinel*, published at Pilot Mound, Man., says: "Nine head of young cattle, belonging to Mr. Cardno, have been lost for a long time. The other day the animals were discovered alive and in good condition in the great valley of the Pembina, where they had fed on the long, withered grass and had shelter amongst the trees and bushes. The fact that a number of cattle have been out without food or protection, excepting such as nature provided, until near the middle of January, makes it seem possible that strong animals might, like the buffaloes, spend the entire winter in the timbered districts near the rivers and not be much the worse of the exposure or very destitute of food.

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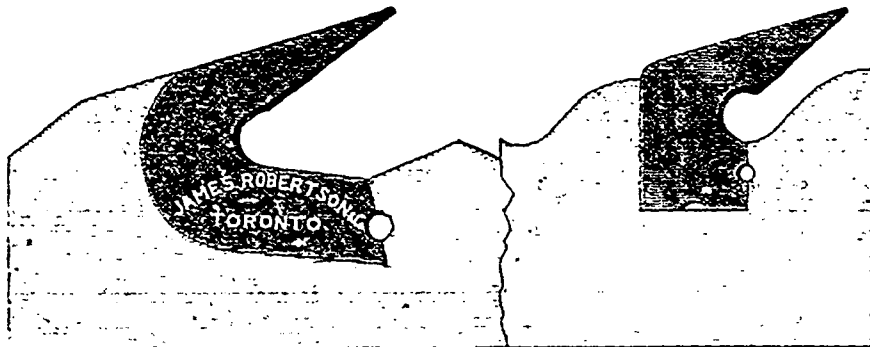
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Brass, Sheet,	" Hardware,	" Wire,	" Bar,	Tinned Iron,
" Tube,	Cement,	" Pails,	Oil, Linseed, Raw	" Copper,
" Rod,	Colored Paints,	Horseshoes,	and Boiled,	" Nails,
" Wire,	Copper, Sheet,	Horseshoe Nails,	Plumbers' Earthen-	" Rivets,
" Chain,	" Wire,	Iron, Sheet,	Plaster, [ware,	White Lead, Dry,
" Fittings,	" Ingot,	" Tube,	Patty,	" " in Oil,
Bolts,	" Bar,	" Fittings,	Pumps,	Whiting,
Boiler Plate,	" Rod,	" Wire,	Red Lead, Dry,	Zinc, Sheet,
" Tube,	" Tube,	" Bar,	Rivets,	" Spelter,
Belting, Rubber,	" Rottoms,	" Chain,	Stamped Ware,	Wire, Barb,
" Leather,	" Planished,	Lead, Pipe,	Tiplates,	" Plain Twist,
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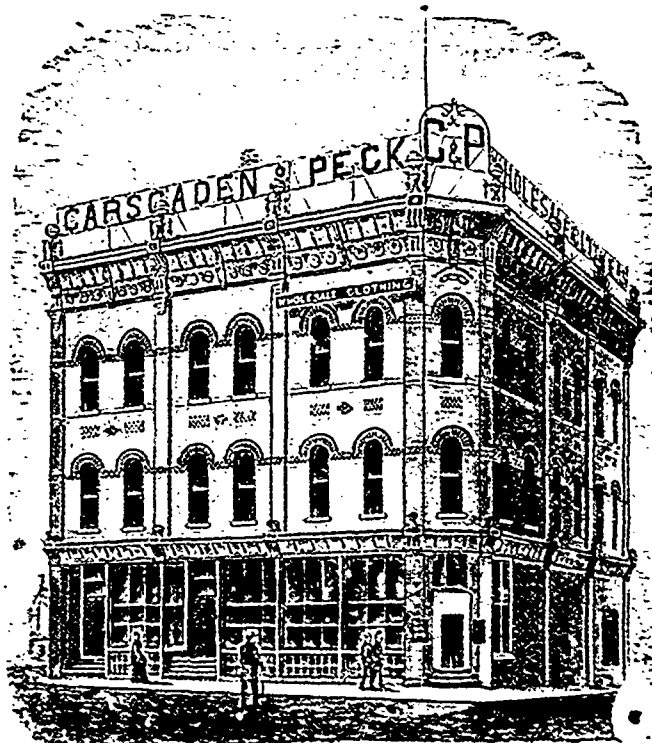
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PRESENT RAILWAY MILEAGE OF WESTERN CANADA

It may be truthfully said that railways make and unmake cities. The great cities of the west have been largely built up by the railways. Of course, other advantages such as geographical position, manufacturing advantages must not be overlooked. Nevertheless it is true, that many promising places have been destroyed by railways, while less favored points have been built up to flourishing cities. The tendency of railway building is to multiply small towns and build up a few large centres. This accounts for the fact that many promising towns are injured by railways. A town may have a large section of country from which to draw trade. But in time railways are built here and there through this section; a number of new towns are started, which cut off the trade of the older place. Towns depending on local trade are thus frequently injured by railways, while the few commercial centres of a country are built up by the general expansion of trade, due to the general improvement of the country from railway construction. While the multiplication of smaller towns tends to decrease the trade of other local towns, they in turn act as feeders to the trade of the larger commercial centres. Therefore, railways have the tendency of dividing up trade on the one hand, and on the other hand their influence is to create great commercial centres.

For Winnipeg it may be fairly claimed that the city will become a great railway centre. In fact it is hardly necessary to say "will become," for this city is already a railway centre of really great importance. Only a few years ago the only means of reaching the city (then a hamlet) was by the prairie trail or the tortuous course by water afforded by the Red River. Now there are about a dozen railways centering here, with many hundreds of miles of railway tributary to the city.

### MANITOBA'S FIRST RAILWAY.

In the year 1850, the first railway reached Manitoba. This was the St. Paul, Minneapolis and Manitoba railway, recently changed in name to the Great Northern, which was extended northward from St. Paul, Minnesota, touching the Manitoba boundary at Emerson. Previous to this time river steamers and Red River carts were the means of travel. Long journeys were made in Red river carts, in the early days. A journey from Winnipeg to St. Paul, a distance of 500 miles, was considered nothing remarkable a few years ago, by this means of travel. St. Paul was the nearest market for the Red River colonists for many years, and goods were brought into the settlement either via the Hudson's Bay or across the prairies from St. Paul. During the season of open navigation, flat boats and steamers were used on the Red River, which shortened the journey by land very greatly. Long trips, a thousand miles or more, westward from Winnipeg were also made with carts, these trips extending as far as Edmonton, and to the very base of the Rocky Mountains.

### RIVER NAVIGATION.

The first steamer to navigate the Red River was built in Minnesota in 1839, and made trips that year to Fort Garry (now Winnipeg). The settlers are said to have gone almost wild with delight at this new acquisition. After the completion of the Northern Pacific railway from Duluth, Lake Superior, to Fargo, Dakota, on the Red River, in 1872, a regular line of steamers was established on the river to connect the Red River settlement with the railway. Steamers were also built to run on Lake Winnipeg, connecting at the northern end of the lake with steamers on the Great Saskatchewan river. In 1857 there were fifteen or sixteen steamers running on the Red River, Assiniboine and Saskatchewan rivers, and Lake Winnipeg. The construction of railways in recent years has almost entirely superseded river navigation on the Red and Assiniboine rivers, but there is quite a fleet of boats on Lake Winnipeg, and steamers also run in the summer season on the Saskatchewan.

Railway construction was commenced in Manitoba in 1875, by the late Mackenzie Government, on the Canadian Pacific railway from Winnipeg to Lake Superior. Construction was commenced at each end of the road about the same time. The Emerson branch of the Canadian Pacific railway was also graded from Winnipeg to the boundary of Minnesota as early as 1857, but connection was not made with the St. Paul, Minneapolis & Manitoba railway until 1880, there having been considerable delay, owing to a difficulty regarding the bonds, in extending the railway northward from St. Paul to the boundary. The first regular railway travel then began. Winnipeg was connected with the outside world by the band of steel. A new era had opened upon the city and country. Henceforth progress would be steady and rapid. Tracklaying from Winnipeg eastward to Lake Superior was commenced in 1877.

### THE FIRST LOCOMOTIVE

and cars were brought down the Red River on boats, with which to prosecute track-laying from this end of the road.

The Canadian Pacific Railway was opened through to Lake Superior in 1883, and the Canadian Pacific all rail route through to Montreal in 1885. Up to 1881 all railway work in the country had been carried on by the Dominion Government. In this year the Canadian Pacific Railway Company was formed, took hold of the road and pushed construction rapidly westward from Winnipeg, completing the main line through to the Pacific coast in 1886. The work on the road eastward was also pushed forward more rapidly and completed on the dates as given above. Several branch lines have since been established in the country by the Canadian Pacific and other railways. The Manitoba & Northwestern railway was first chartered in 1880, under the name of the Westbourn & Northwestern. In 1883 the name was changed and active work in constructing the road commenced. Previous to this time very little work had been done.

### RAILWAY MONOPOLY.

The advantage of railway connection brought with it also various disadvantages, which for years proved a great burden upon the

country. This was railway monopoly. When the Canadian Pacific company was formed to take the work off the hands of the Government, the company was granted a monopoly in the territories. The monopoly was not absolute, but was to the effect that no roads should be allowed to run to the United States boundary. This was intended to prevent United States railways from gaining an entrance into this country by connecting with roads on this side of the boundary. At the time the act was passed by Parliament, it was claimed the monopoly clause did not apply to the province of Manitoba, but only to the unorganized territory west of the province. However, the monopoly was enforced in Manitoba, through the disallowance or vetoing by the Dominion Government of all railway charters granted by the Legislature of Manitoba. Thus railway monopoly was effectually enforced in Manitoba for years. A steady agitation was kept up in Manitoba against the monopoly policy, and at times the situation looked threatening. At last the Dominion Government was forced to yield, and the monopoly clause was entirely abrogated, the railway company receiving a substantial equivalent therefor in the shape of a loan. The monopoly policy, however, has had the effect of greatly retarding the advancement of the country at a time when it should have been making rapid progress.

As a means of overcoming the monopoly policy of the Dominion Government the construction of a railway, called the Red River Valley, was undertaken by the Local Government. Work on the road was commenced in 1887, at Winnipeg, the route of the line being from the city to the boundary at Emerson, where it was intended to connect with the Northern Pacific railway, which company was building a road northward through Minnesota and Dakota, to that point. The real struggle against monopoly commenced in earnest when this road was undertaken. Private companies could not be induced to build a road in the face of the opposition of the Dominion, and in order to force the situation, the Local government undertook the work. Every obstacle was thrown in the way by the Dominion government and the Canadian Pacific people. When it seemed evident that nothing short of armed force would prevent the people of Manitoba from building the road, the Dominion government yielded to the abrogation of its monopoly policy. Had not this determined stand been taken, no doubt monopoly would still be enforced. Some disposition is still shown by the Dominion authorities to hamper the operations of independent roads in the west, by delaying proceedings necessary to allow the crossing of other roads, etc., but they are of a petty nature.

### THE NORTHERN PACIFIC AND MANITOBA

Railway company was chartered in 1883, by the provincial legislature, and this company has acquired and is now operating the Red River Valley road, which was completed and opened in the fall of 1888. This road runs from Winnipeg to the Dakota boundary at West Lynn, Emerson, a distance of 66 miles, where it connects with the Northern Pacific railway, of the United States. Through trains are run between Winnipeg and St. Paul, Minneapolis

(2067)



and Duluth and all points on the Northern Pacific in Dakota, Montana and through to the Pacific coast. The Northern Pacific & Manitoba is practically a portion of the great Northern Pacific system, but the roads in Manitoba are operated under a provincial charter. The advent of the Northern Pacific gives Winnipeg competitive connection with the outside world, and has vastly increased the importance of the city as a railway centre.

TOTAL RAILWAY MILEAGE.

Commencing with the opening of the Emerson branch in 1880, a line 66 miles in length, the railway mileage of western Canada has grown within the decade until it can now be calculated by the thousands of miles. A large portion of this mileage is tributary to Winnipeg. At the beginning of last year there were 1,050 miles of completed railway in Manitoba. This was increased during 1889 by 276 miles of new road ironed, and about fifty or sixty miles graded, but not yet completed. In the territories west of Manitoba there were 885 miles of road, which has been increased during 1889 by 120 miles ironed, and about sixty miles more graded and ready for ironing in the spring. British Columbia has about 625 miles of railway, and in the territory between Manitoba and Lake Superior there are about 350 miles of railway, making in all a grand total of 3,310

MILES OF RAILWAY.

Certainly a wonderful showing. The total railway mileage of western Canada may be tabulated as follows:

	Miles.
C. P. R. main line, Port Arthur to Winnipeg	430
Port Arthur, Duluth & Western	15
C. P. R. main line, Winnipeg to Pacific Coast	1,482
Winnipeg to Gretna	70
Rosenfeld Junction to Deloraine	146
Winnipeg to Emerson (C. P. R.)	66
Winnipeg to Stonewall	20
Winnipeg to West Selkirk	23
Winnipeg to Glenboro, including spur to Carman	117
Winnipeg to Emerson (Northern Pacific)	66
Winnipeg to Portage (Northern Pacific)	55
Morris to Brandon	145
Souris Branch, Brandon to Plum Creek	20
Northwest Central from Brandon north-westward	50
Manitoba Northwestern, Portage to Salt-coats	205
Manitoba Northwestern, Russell branch	11
Manitoba Northwestern, Rapid City branch	15
N. W. C. & N. Co (Galt road)	109
Qu'Appelle, Long Lake & Saskatchewan	120
Hudson's Bay railway (not operated)	40
Westminster branch in B. C.	25
Vancouver Island railways	80
	3,310

In addition to the completed mileage as shown above, there are something over 100 miles of graded road ready for tracklaying in the spring, upon which the work was discontinued in December last, on account of snow. The Hudson's Bay railway, as shown above, has 40 miles of road completed. This road, however, has never been operated, and it can hardly be counted in with the mileage of the country, as no work has been done on the road for some time. However, the construction of a railway to Hudson's Bay is a certainty in time, though it may not be over this particular route. As to the prospects for railway con-

struction next summer, it can be said that the outlook is excellent. Roads likely to be built next summer are dealt with individually in another column of this number.

Considering the drawbacks which the country has had from monopoly and other causes, this record cannot be contemplated otherwise than with pleasure. It shows unmistakably what great things are in store for Western Canada. From nothing to over 3,000 miles of railway in about ten years! Think of it and consider what the next ten years may show. Railway construction represents development in all its branches; the building up of towns and cities; the peopling of the great prairie with a thrifty and industrious population; the rapid extension of the agricultural, industrial and commercial interests of the country; the opening up of our rich mineral regions; in short it means progress, with all that the word implies.

CENTERING AT WINNIPEG.

The city of Winnipeg is the central point of the great railway system of Western Canada. The exact number of separate lines running into the city is ten, equal to one additional road each year since the first railway reached the city. This count includes the Hudson's Bay railway, previously referred to. There are two roads under construction, some grading having been done on each, which are not included in the count. These are the two Southeastern roads, at least one of which will in all probability be built this year, affording a new through route between Winnipeg and Duluth, by a much shorter route than those now available. Some of the lines running into the city are connected with branch roads at points outside, and are really equal to two separate roads. Thus, for instance, the Pembina branch of the Canadian Pacific is really two roads diverging into one before the city is reached. There are two distinct train services on this line running directly into the city. One connects at the boundary with the St. Paul, Minneapolis and Manitoba railway, providing a through service between Winnipeg and St. Paul; the other branches off to Deloraine. The same is the case with the Morris-Brandon line, so that while the exact number of lines running into the city is ten, there are really twelve separate railways centering in Winnipeg. This certainly gives the city the claim to be a railway centre of importance.

There are four Pacific railways on the continent. Two of them have main lines centering at Winnipeg—the Canadian Pacific and the Northern Pacific. Probably within a year the St. Paul, Minneapolis and Manitoba railway (now the Great Northern) will become a Pacific railway, as the company is extending a line through to the Pacific coast. The main line of this road is now from Winnipeg to St. Paul and Minneapolis. At no distant day a railway to Hudson's Bay and a railway to the Pacific coast via the vast and rich Saskatchewan valley will be built. These great trunk lines with their feeders through the country will centre here, and this city will become one of the

GREATEST RAILWAY CENTRES ON THE CONTINENT.

We said at the outset that railways make and unmake cities. There is a time in the history

of a city when it becomes independent of railways in a sense. Instead of the city seeking the railways, the railways are obliged to seek it. When a place becomes a recognized centre for a large district of country, the railways are obliged to build into that centre to obtain traffic. Winnipeg may now be said to have fairly reached that position. She has reached such a position that it is in the interest of the railways to come into the city, rather than to centre at outside points in the vicinity. The construction of railways all over the country, and the building up of many new towns, will increase, rather than injury her commercial importance. The geographical position of the city and the fact that Winnipeg will become the headquarters of a great system of inland navigation, give further assurance of what is in store.

In addition to the number of railways running into Winnipeg, the city is becoming an industrial centre for railway work and repairs. The Canadian Pacific company employs a large number of men in its round houses, machine shops, foundaries, etc., here. The work shops of the company here are on a very extensive scale, and are only surpassed in magnitude by two or three other places in Canada. There are said to be forty miles of side track in the C. P. R. yards in the city. A number of men are also employed in the general offices of the company here, which are the headquarters for the western division of the road.

The Northern Pacific and Manitoba is also making its headquarters in the city, and by the way the road is branching out, it is not going to be far behind the C. P. R. Extensive machine shops, foundary, etc., are now nearly completed, and a splendid depot building, general offices and train shed are in course of erection. The company also has a magnificent hotel in course of erection, which will be one of the finest buildings in Canada. The number of men already employed in connection with railway work in Winnipeg are sufficiently great to alone support a thriving little city of several thousand population, and the number must steadily increase.

From every point of view the prospects of Winnipeg as a great railway centre are bright, and a great railway centre means a great centre of commerce and industry.

Immigration Returns.

The returns of immigration at Winnipeg for the year 1889 are given below. It is estimated that out of a total immigration of 22,000, fully half that number settled in Manitoba. The following comparative table will show the returns for 1887, 1888, and this year up to date:

	Male Adult	Female Adult	Children	Total
January	141	62	70	273
February	169	79	89	337
March	3,836	1,979	1,101	6,015
April	2,700	1,180	1,152	4,982
May	1,750	694	629	2,983
June	1,115	354	252	1,751
July	1,080	504	363	1,947
August	585	258	183	1,028
September	500	210	159	869
October	351	175	150	676
November	313	180	189	682
December	253	70	44	367
Grand total	12,692	4,705	4,182	21,579
1887	10,050	4,736	3,508	17,601
1888	10,929	3,169	2,573	17,141



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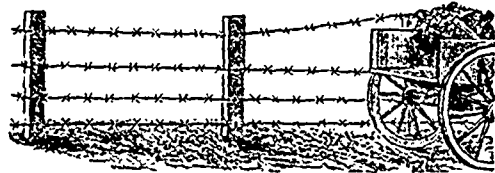
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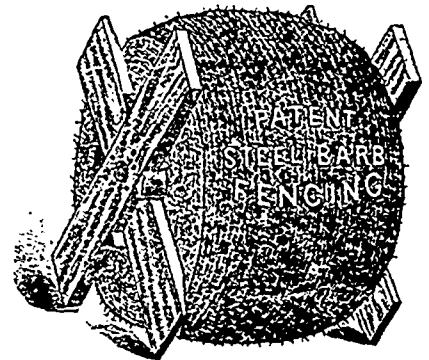
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Winnipeg Board of Trade.

REPORT OF THE COUNCIL FOR 1889.

The annual meeting of the Winnipeg Board of Trade was held on Monday afternoon, February 3rd last. Hon. D. H. McMillan, vice-president, in the chair

The election of officers for the ensuing year took place with the following result:—

President—R. J. Whitla.  
Vice-President—Stephen Nairn.  
Treasurer—W. J. Aiken.  
Secretary—C. N. Bell.

Council—G. F. Galt, J. H. Ashdown, J. H. Housser, Jas. Redmond, Donald Fraser, G. F. Stephens, E. L. Drewery, G. R. Crowe, A. Macdonald, J. E. Steen, L. M. Lewis, W. D. Pettigrow.

Board of arbitrators, re-elected as follows:—  
A. MacDonald, K. McKenzie, E. L. Drewery, G. F. Gault, G. J. Maulson, S. A. D. Bertrand, J. H. Brock, R. T. Riley, S. Spink, John Galt, Wm. Hespeler, J. E. Steen.

To the Members of the Winnipeg Board of Trade

GENTLEMEN :

The Council present to you their Fleventh Annual Report on matters receiving the attention of the Board during the past year:—

RED RIVER NAVIGATION.

At the last Annual meeting the Board appointed a committee "to enquire into the question of extending the deep water navigation of the Red River to this city."

The Committee held several meetings and conferred with many persons familiar with the navigation of the Red River and Lake Winnipeg, and others connected with the shipping interests involved. A considerable amount of data relating to the trade and resources in fish, lumber, ties, firewood, stone, minerals, etc., of the Lake Winnipeg country were secured and collated. In February, 1889, on the occasion of a visit of Messrs. K. McKenzie and H. N. Ruttan to Ottawa; they were requested to wait on the Minister of Public Works and lay before him data which had been collected showing the necessity of having the Red River, between the lake and this city, so improved that its navigation by vessels of sufficient draught to run on the lake would be possible.

On their return the delegates submitted the following report:

WINNIPEG, 5th April, 1889.

To the President and Members of the Winnipeg Board of Trade.

GENTLEMEN :

Your delegates appointed to interview the Government and urge upon them the necessity of improving the navigation of the Red River, have the honor to report as follows:

On the 5th March accompanied by Messrs. Daly, Ross and Watson, M. P.'s, Ald. Colin H. Campbell, Messrs. Leacock, Kennedy and others, your delegates had an interview with Hon. Sir H. L. Langevin, Minister of Public Works, and Mr. Perley, Chief Engineer of the Department, in reference to the improvements necessary for the navigation of the Red River. The advantages to be derived from the pro-

posed improvements were pointed out and the matter was fully discussed.

Sir Hector requested your delegates to prepare a memorandum stating as fully as possible in detail, reasons for the proposed improvements. The following memorandum was therefore prepared and sent to him:

OTTAWA, 5th March, 1889.

SIR,—As requested by you, the undersigned delegates from the City Council of Winnipeg, and the Winnipeg Board of Trade, have the honor to submit the following information in reference to the improvement of the Red river:—

1. The objects sought in advancing the improvement of the Red river are:

- (a) The development of the timber and mineral resources of Lake Winnipeg and its tributary streams.
- (b) The reduction in the price of fuel to the people living on the Red river between Lake Winnipeg and the International boundary.
- (c) Facilitating, or rather making possible, the export of lumber, iron ore, flagstones, &c., to the towns on the Red river in Minnesota and Dakota.
- (d) To enable grain and other produce to be shipped from any point on the Red river to the railways, it being quite probable that larger quantities of Minnesota and Dakota grain would be thus transferred to the Canadian Pacific railway for shipment east, and generally to create industries which will give employment to large numbers of men, and develop the resources of the country.

2. The dredging already done by the Government at the mouth of the Red river has been of so much benefit, that the amount of shipping has quadrupled and the rates of freight are about one fourth what they formerly were. It is believed, however, that with the present facilities for navigation the Lake Winnipeg trade has reached its maximum. With the improvements proposed the undersigned have no doubt authority for saying that the Lake Winnipeg trade would be increased ten-fold, while a large local trade on the Red river would be developed.

In the matter of cordwood alone it is estimated that \$500,000 worth per annum is now used along the Red river in Manitoba. If this wood could be brought by boat from Lake Winnipeg a saving of \$200,000 per annum to the consumers would be effected.

3. The chief obstruction to navigation occurs at the St. Andrew's Rapids between Lake Winnipeg and Winnipeg.

Between Winnipeg and the boundary line, except in the driest seasons, the river is navigable.

From the International boundary southward the river has been improved by the U.S. Government, and affords navigation to vessels of five feet draught, for a distance of 260 miles.

It is estimated that the cost of improving the St. Andrew's rapids would not exceed \$300,000, and it is thought that the increase in Government revenues from lumber, ties, cordwood, minerals, &c., would be more than sufficient to

pay the interest on the cost of the necessary improvements.

The undersigned would therefore on behalf of the bodies which they represent beg your consideration of the above statements, and would request that, if possible, works that would aid so materially the development of the country, be undertaken by the Government.

For Winnipeg Board of Trade: K. McKenzie, H. N. Ruttan. For City Council of Winnipeg, K. McKenzie, C. H. Campbell, H. N. Ruttan. The Hon Sir H. L. Langevin, K.C.M.G., etc., etc., Minister of Public Works, Ottawa.

At a subsequent meeting held on the 19th March the matter was again fully discussed and at Sir Hector's request the following letter was transmitted to him:

OTTAWA, March, 20th., 1889.

SIR:

In reference to the Interview of Messrs. Scarth, Ross and Daly, M. P.s and myself, with you yesterday in the matter of the Red River navigation improvements, it was suggested that in the event of the surveys not being far enough advanced to enable the construction of the necessary works to be proceeded with, it would be an important step towards the object desired if complete surveys were made this year.

I would therefore respectfully beg your consideration of the matter, which as stated in the communication of the 5th inst, from the delegates of the Winnipeg City Council and Board of Trade, is one of great importance to the people of the Red River Valley. I have the honor to be, Your obedient servant, H. N. Ruttan.

Hon. Sir H. L. Langevin, K.C.M.G., etc., etc., Minister of Public Works, Ottawa.

The matter it is understood has not been finally disposed of by the Government. Your delegates are of the opinion that something will be done this year towards completing the surveys."

Notwithstanding the promises made by the Minister of Public Works nothing has been done during the past summer or this winter to secure the information said to be lacking. It has been especially pressed on the attention of the Minister by the Council and by W. B. Scarth, M.P., that owing to the unprecedentedly low stage of water in the river an opportunity is afforded to remove boulders, make soundings, take levels, etc., at an extremely low cost to the Government, but no action has been taken.

In October, Mr. Nairn, when acting as a member of the Board of Flour and Meal Examiners, at Montreal, was requested to wait on the Department and press for some active work on the river improvements. Owing to the absence of the Minister and his Deputy nothing resulted from Mr. Nairn's visit.

During last month, at the request of the Council, Mr. Scarth has again been in communication with the Minister of Public Works, and the matter has so far progressed that the Minister states that a report has been made to him on the subject by his engineers, but as far as can be learned he for the present, declines to state the nature of this report.

The Council recommend that every effort in the power of the Board be exerted to have this

work done by the Dominion Government at the earliest possible date. The *Monetary Times* in referring to this undertaking put the case in a nutshell when it said: "In aiding to remove the obstacles in the navigation of a great river, the Dominion Government would be acting in the straight line of its duty."

CANAL RATES DEPUTATION.

Mr. McKenzie acted as a delegate from this Board, to join with a large deputation of representatives of eastern boards, in waiting on the Dominion Government to request that a reduction be made in the canal toll rates. The result was quite satisfactory. The people of this province are deeply interested in the matter of canal accommodation between the great lakes, and the Council would advise that some action be taken to confer with the Port Arthur board who have already brought the subject to the notice of this board.

CONFERENCE.

In accordance with the motion passed at the last annual meeting invitations were sent to all boards of trade in Manitoba and the Northwest Territories, and to the board at Port Arthur, to send representatives to a meeting to be held in this city on the 15th of February to decide on taking united action to secure changes in the General Inspection Act. The boards at Port Arthur, Portage la Prairie, Minnedosa, Brandon, Qu'Appelle and Regina accepted the invitation and delegates met in conference in rooms of this board on the above date. The particulars of the work then done appears in the report of the General Grain Committee.

GRAIN INSPECTOR.

In February last the Department of Inland Revenue notified the Board that the resignation of Capt. Wm. Clark as grain inspector at Winnipeg had been accepted and it was intimated that the views of the board, regarding the situation as it stood, would be considered. At that time Messrs. David Horn and Jas. Massie were jointly acting as Inspectors pending the return of Capt. Clark to his duties. The Inspection Act then made no provision for the appointment of Deputy Inspectors of Grain. The Act as amended in April following now provides that all inspectors of staples shall appoint deputies when required to do so by the Board of Trade in the Inspection District wherein they hold office.

After consideration the council recommended to the Minister of Inland Revenue that the grain inspectorship then in existence be cancelled, and that Mr. D. Horn be reappointed as inspector and Mr. Jas. Massie his deputy.

GRAIN INSPECTION AT DULUTH.

Early in September it became apparent that there would be more or less difficulty experienced in shipping Manitoba grain via Duluth, insofar as the details of inspection were concerned and the matter having been laid before the council received full consideration, after which the following resolution was sent to the Minister of Inland Revenue:

"That the sanction of the Minister of Inland Revenue be requested to the issuing at Duluth, Minnesota, by a Deputy-Grain Inspector, under the jurisdiction of Inspector Horn, at Winnipeg, of inspection certificates for grain grown in Manitoba and the Northwest Territories of Canada and shipped from Manitoba

via the United States under Canadian customs seals and accompanied by Canadian customs car manifests."

The reasons given for making request were:

By having a Deputy-Inspector at Duluth, grain from Manitoba could be graded as it arrives at the transfer elevators, and also when it leaves the bonded bins to make up cargoes, which is the practice followed at Port Arthur and Port William. By this means cargo inspection certificates could be issued, and the purchaser furnished by the seller with direct proof of grade. Unless an inspector grades wheat from the elevator into vessel and issues cargo certificate, there will always be a difficulty in absolutely proving to consignees that the grain shipped from the bonded bins is equal in grade to the standard, unless the cargo is reinspected at point of destination. A few cases of difficulty of this kind and Manitoba shippers would prefer to take Duluth inspection, (on Minnesota standards) and the commercial identity of Manitoba wheat would then be lost and to all intents and purposes the word "Manitoba" as applied under our Canadian inspection would be replaced by "Duluth." This is entirely opposed to the wish of Manitoba shippers, and they much prefer to have 'Manitoba' grain retain its name by means of inspection by a Canadian Deputy Inspector at Duluth.

It is especially desirable to have the proposed Deputy Inspector at Duluth under the jurisdiction of Inspector Horn, as after the close of navigation at Duluth his services could be utilized by Mr. Horn in Manitoba for grain consigned both via the Canadian Pacific railway and by lines through the United States, and by this means the services of a thoroughly competent man would be secured and his salary made good for his own earnings under the legal fees.

Exporters are quite satisfied to pay the Duluth Deputy the regular inspection fees, and Inspector Horn to assume responsibility for the acts of his deputy controlling his movement as in the case of his other deputies.

It is to be clearly understood that the bonding arrangements required by the Canadian and United States Customs absolutely protect the grain from Manitoba from admixture with American grown grain, and that the desire for Canadian inspection at Duluth is solely for the purpose of retaining the Canadian grades and to preserve for Northwest shippers and consignees in eastern Canada and foreign countries, the benefits ordinarily derived from the working of the General Inspection Act of Canada.

The Canadian Customs Department has an officer stationed at Duluth to supervise all transfers of merchandise and grain from cars or vessels to or from warehouses or elevators; and this Board cannot foresee any objection to a Deputy Grain Inspector also acting there to protect shippers and consignees from injury or loss, especially as the cost of his services is borne entirely by the trade."

In due course the following answer was received from Ottawa:—

"In reply to your communication of the 4th inst., I am directed to state that the Inspection Act authorizes only the appointment of Inspectors and Deputy Inspectors in certain

districts within the Dominion, and that the Governor-in-Council has now the power to appoint Deputy Inspectors to act in any foreign country.

The Inspector, Mr. Horn, cannot therefore appoint a deputy to act at Duluth."

ARBITRATION BETWEEN INSPECTORS.

Prior to May last, all differences that arose between Inspectors as to the true quality or grade of any grain inspected by one of them and re-inspected by another in Canada, were to be settled by a Board of Arbitrators in Toronto. The delegates of this Board to Ottawa, in April, represented to the Government the unfairness of this mode of settlement, and the great inconvenience and expense attending cases where the Inspectors at Winnipeg and Port Arthur were concerned. The Order-in-Council creating the Toronto Board of Arbitrators was cancelled on the 12th May, as to the clauses mentioned, and the following given its place:

"The said Board shall be empowered, under the 8th sub-section of section 8 of the Act 48, 49 Vict., cap. 66, to determine all differences between any two Inspectors of grain within that portion of Canada lying east of the Grain Inspection District of Port Arthur."

The Department of Inland Revenue intimated that if this Board made nominations for Arbitrators having jurisdiction west of Port Arthur, an Order-in-Council would be passed, giving them powers similar to those enjoyed by the Toronto body. The following members of the Board were nominated, viz: Messrs. S. Spink (Chairman), S. Nairn, Geo. J. Maulson, A. Atkinson and F. W. Thompson.

This Board has not yet been gazetted, but as any case arising remains in the hands of the Minister of Inland Revenue for settlement by such means as he may decide, no doubt the interests of the western Inspectors are protected.

FLOUR AND MEAL EXAMINERS.

The annual report of the Flour and Meal Examiners is presented herewith.

Since the submission of this report the Examiners sent two delegates Messrs Nairn and Bell, to the annual meeting, held at Montreal, for the striking of the Dominion Standards of Flour and Meal for 1889-90 season. The delegates on investigation found that the only points in Canada where Flour Inspection is in operation are the cities of Montreal and Quebec, and that practically the only call for inspection comes from Quebec, and to a lighter extent, from the Maritime Provinces. During the year ending 30th June last the total quantity of flour inspected at Montreal and Quebec was 107,473 barrels. Only 355 barrels of oatmeal underwent inspection during the year. Manitoba ground flour is sold almost entirely on the mill's reputation, and brands. The trade here have not seen fit to press for the appointment of an inspector, but the arrangements have all been made to put the Act into force when it is considered advisable to do so.

HIDE AND LEATHER COMMITTEE.

The Hide Inspector, in submitting his return in July last, reported as follows:—

"There is still room for improvement in the take off and mode of shipment of country hides.

I shall be pleased to point out to any one,

each and every part of an inspected hide, and thus enable the owner to do better with his hides. So long as they neglect their interests in preserving and preparing hides, just so long will complaints be made of the inspection."

The returns of hides inspected in Canada contained in the Annual Report of the Minister of Inland Revenue for 1888-89 shows that in proportion to the total number inspected the hides marketed in Manitoba are graded very low. This to a very great extent is due to the lack of care exercised in stripping from the animals, and results in great loss to the Province.

It must be noticed that the returns made by the Winnipeg Inspector do not cover all the hides exported from Manitoba. The Inspector has no compulsory power but inspects only such as dealers may submit to him for certificate and branding. It follows that shipments made from points other than Winnipeg rarely undergo inspection. So, too, the hides marketed in the city in winter, which are in a frozen state, are usually shipped to eastern Canada and to the United States without inspection. The apparently small number of hides sent out of the Province is thus explained.

The Minister of Finance for Canada in his last budget speech drew attention to the fact that eastern tanners had borne testimony that hides from Manitoba and the Northwest territories made the best leather manufactured by them.

Following are extracts from the report of W. J. Bird, the Hide and Leather Inspector, for the half year ending 31st Dec. last:

"In presenting this report I must call attention to the increase of No. 1 over all previous ones, the total number for the year 1888 was 16,576 graded as follows: No. 1, 8,105; No. 2, 7,478; No. 3, 993. While the number for the year 1889 was 18,599, graded as follows: No. 1, 10,352; No. 2, 7,563; No. 3, 684.

An increase of 2,023 and all included in the highest grade. A great improvement in one year. The time is coming when all sales will be made on inspection. I earnestly desire the time when I can open an office where all persons can avail themselves of the benefit of the Inspection Act and reap the reward of the carefulness bestowed on green and cured hides which they require. I may also add that the pamphlets issued by your board, are, as shown by this report, doing great good. W. J. BIRD, Inspector.

DAILY WEATHER REPORTS.

The Board last year petitioned the Department of Marine and Fisheries to furnish Manitoba with daily forecasts of the weather, such as supplied to all telegraph stations in the eastern provinces. The final reply received from the Department, after correspondence on the subject, was to the effect that the estimates of cost for the telegraphic service were so great that nothing could be done last year.

The matter has not been allowed to rest, and with Mr. Scarth's assistance it is likely that a sum will be placed in this year's estimates to cover the cost of probability reports.

There can be no doubt but that an efficient report service would be of great value to the farmers within reach of stations or where the proper signal discs carried by trains could be

seen. The effect of rain storms in summer, if foreseen, can be, to a great extent, guarded against. The extreme value of these weather reports in many other directions, need not be mentioned here. Everything that tends to supply information that will assist the farmer in marketing his crop in good condition should be sought after by this Board. The council cannot see any reason why the residents of this province should not receive information that is supplied freely to the people of the eastern provinces and without hesitation, by the Dominion government.

MAIL SERVICE.

On several occasions during the past year committees of the council waited on the post office authorities and communicated with the department at Ottawa in regard to improved mail service in Manitoba. A request was received from residents of Southwestern Manitoba asking assistance in pressing the claims of people beyond Deloraine to two mails per week instead of one. A deputation waiting on the post office inspector, he informed them that this matter was being considered by the department and that as soon as the revenue would warrant it, it was likely a second mail per week would be granted. In April a deputation of this council with R. Watson, M. P., waited on the Postmaster General in Ottawa and again laid before him the case of the mail service on the Glenboro branch of the Canadian Pacific railway, where, though three passenger trains per week are run, only two of them convey mails. In reply to the request for a third mail the Postmaster General stated that the receipts on that line were too limited to permit of a more extended service and that until the revenue became greater he could not grant the request preferred.

This matter has again been taken up and Messrs. Scarth and Daly, M. P.'s, are now pressing it on the attention of the authorities.

A deputation waited on the Postoffice Inspector here and asked that the number of locked drawers in the Winnipeg office should be increased and that better facilities should be provided for the mailing of parcels and papers. The number of drawers now in the office is totally inadequate to meet the demand, and as there is ample space for increasing the number there seems to be no good reason for the Department not supplying them, especially as the revenue from rentals would be increased. The office lacks a drop or slide for mailing parcels of even moderate size, and the only means now available is to hand them in through the wicket, which being closed at nine o'clock, p. m., practically prohibits the posting of parcels after that hour until the opening of the office in the morning, causing great inconvenience to the public, which might easily be removed. The council is informed that this matter is in the hands of the Public Works department officials at Ottawa and that though they obtained from their officer here an estimate of the cost of a proper mailing slide they have not proceeded to do the work. Mr. W. B. Scarth, M. P., is now, at the request of the council, pressing for the completion of these improvements.

Another deputation sent a request to the Postmaster General, through the Inspector

here, asking that a mail be carried through to Calgary on the local trains leaving here on Wednesdays. The mail leaving Winnipeg on trains only going as far as Brandon. No result followed this effort for improved service.

EXTRADITION BILL.

Mr. Scarth, M. P., forwarded to the Board, in March last, a copy of the Weldon Extradition bill asking that an opinion should be expressed as to its merits. In common with the prominent boards in Canada this Board endorsed the principles on which the bill was founded and a resolution to that effect was wired to Ottawa. The bill passed the House but has not yet been put into force.

IMMIGRATION AGENTS.

The Council having represented to the City Council on the 23rd March, 1889, that, while most of the small provincial towns and villages were represented at the Winnipeg railway stations by immigration agents, no representatives of Winnipeg had been appointed. Action was taken by the City Council and two agents were placed on duty, and so far as can be learned they did excellent service during the summer.

TRADE TERMS.

Finding that the trade terms relating to storage and sales of grain and flour in use at Toronto and Winnipeg differed materially from those adopted in Montreal, and loss having occurred to members of this Board in consequence of the confusion of such terms, the boards at Toronto and Montreal were communicated with in the hope that some common understanding might be arrived at. Replies were received that the matter would be referred to their grain committees, but so far no further action seems to have been taken. The flour delegates discussed the question with the secretaries of the above bodies in September last and are satisfied that the result will be satisfactory.

ASSINIBOINE WATER POWER.

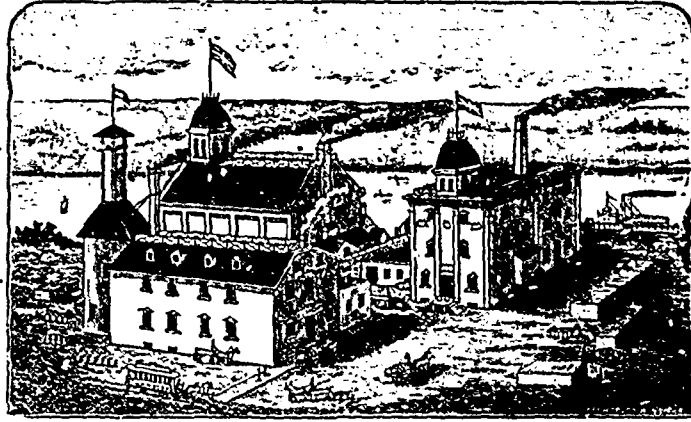
A special general meeting of the Board was held on the 15th July to consider the matter of the City Council having given the first reading to a By-law to be submitted to the rate-payers of Winnipeg to raise \$400,000 to be applied to the development of the Assiniboine water-power. After a lengthy discussion the following resolutions were passed:

Resolved, "That this Board while believing in the feasibility of the Assiniboine water power scheme as reported by City Engineer Ruttan and endorsed by J. F. Fanning, C. E., of Minneapolis,—and being also satisfied of its power for great good to the city of Winnipeg, and probable large profit to its incorporators, properly managed—consider that it would be injudicious on the part of the city at the present time to incur the liability (stated to be from \$400,000 to \$500,000) necessary to complete the said works, in view of the already large indebtedness of the city, and probable increase of the same in the early future, for an extension of the sewerage system and other street improvements."

Resolved, "That the thanks of this Board are hereby tendered to the Winnipeg City Council of this and last year for the prompt manner in which they have carried out the request of this Board in taking steps to demonstrate the feasibility and value of a waterpower on the Assiniboine river at or near this city."

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— BREWER OF —



Redwood Brewery

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## Fine Ales, Extra Porter and Premium Lager.

Most Complete and Extensive Brewery and Malt-House in Western Canada. Special Facilities for Winter Shipping—our own heated Cars leaving regularly.

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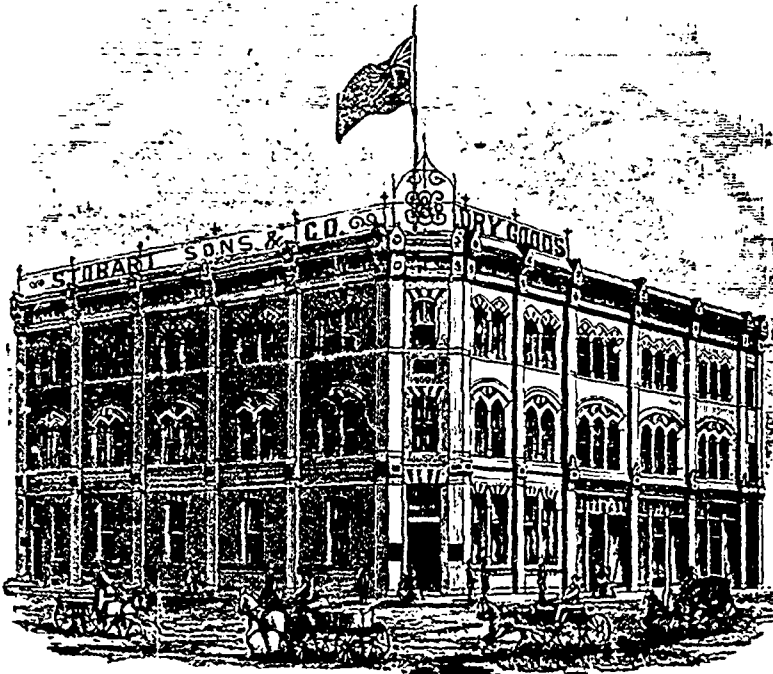
NOW ALL TO HAND.

Special values in Prints, Linens, Shirtings, Gingham, Seersuckers, Dress Goods, newest shades; Embroidered Dress Robes, New Bordered Dress Goods, Scotch Tweeds and Worsted, all at old prices.

Parasols and Umbrellas, Embroidered Lawn Flouncings, Silk and Kid Gloves, Silk and Cotton Hose, Men's Half Hose in Cotton, Lisle and Merino, New Garibaldi's in Cotton and Silk in all the new colorings, and a full Stock of Smallwares and Gents' Furnishings.

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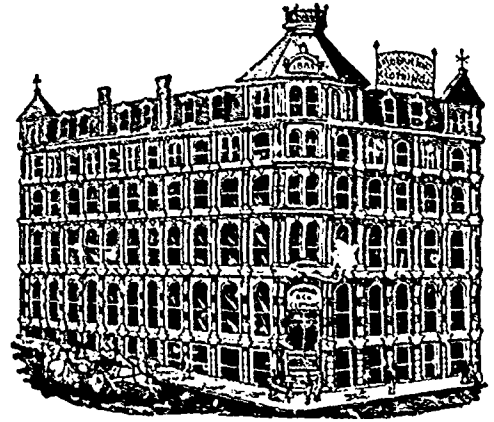
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- Caverhill, Learmont & Co., Montreal—Shelf Hardware.
- J. W. Patterson & Co., Montreal—Tarred Felt, etc.
- H. W. Morris & Co., Montreal—Cordage and Bags.
- Fergusson, Alexander, & Co., Montreal—Elephant Lead and Paint.
- Thomas Davidson & Co., Montreal, Tinware, etc.
- Dominion Wire Manufacturing Co. Ltd.—Montreal, Lyman Brand Fence Wire.
- The D. Moore Co., Limited, Hamilton—Stoves.
- Burrow, Stewart & Milne, Hamilton—Scales.
- Hamilton Industrial Works Co., Hamilton—Wringers
- H. S. Whiting Manufacturing Co., Oshawa—Harvesting Tools.

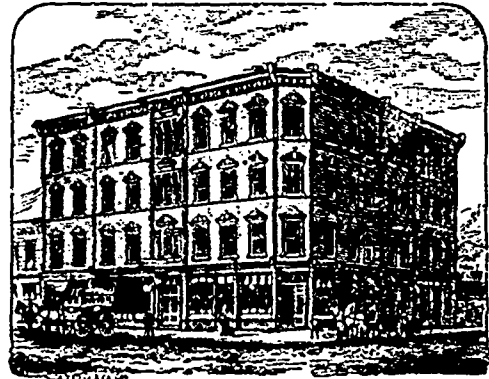
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## NEW DOUGLASS HOUSE

MAIN STREET, Winnipeg.

VINING & KERR,  
PROPRIETORS.

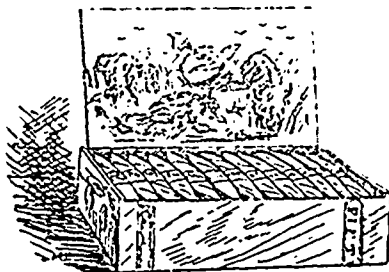
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MANAGER.



This popular Hotel is in the Best Business portion of the City; has been recently refurnished, and is one of the Most Comfortable in Winnipeg. Baths and Closets on each floor. Heated by Steam. Electric Bells.

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All things being equal give the preference to Home Production. Convince yourself of the Excellent Quality of our Goods by asking for our Brands,

Columbus, Selects, La Rosa and Havana Whips.

—MANUFACTURED BY—

# BRYAN & CO'Y

Winnipeg,

Manitoba.



AMENDMENTS TO BY-LAWS.

Due notice having been given at the regular quarterly meeting in October, at a special general meeting held on the 12th December the following amendments to the by-laws were made:

Sec. 3 subsec 1. By striking out all the words beginning at the words "nomination" in the tenth line down to the word "purpose" at the end of the twenty-sixth line.

Sec. 7 subsec 4. By striking out the last six words.

Sec. 7 subsec 5. By substituting the word "Board" for "Council."

By the addition to the By-laws of a new Section "No. 9," to read as follows:

"Amendment of By-laws."

"These By laws can be amended only at a general or special general meeting of the Board after notice has been given at a general or special general meeting, of the Board to be held at least one week previously, and by a two-thirds affirmative vote of all members present.

The above amendments were made to the By-laws as printed in 1888 after adoption at a general meeting held on the 8th April, 1888.

The mode of electing officers. Council and Board of Arbitration in force last year did not prove satisfactory and a return has been made to the original system.

DUTY ON FLOUR.

On the 2nd December a deputation of millers from the Grain and Produce Exchange requested the Council to appoint a Committee to confer with them regarding the advisability of petitioning the Dominion Government to equalize the duty on flour with that on wheat, imported into Canada. The Council decided to appoint an independent committee to enquire into the question and instructed them to report to a special general meeting of the full Board. On the 12th December the committee, after holding several meetings, made their report and recommended the passing of the following resolution:

"Whereas the customs duty on flour imported into Canada, is 50 cents per barrel, and the duty on 4½ bushels of wheat, which, as per the Government standard, is required to manufacture one barrel of flour, is 71½ cents; thus presenting the case of the raw material being taxed a greater amount than the manufactured article, the product of that raw material;

And, whereas, the policy of the Dominion Government is that of protection to home industries;

"And, whereas, while as petitioners, we directly refrain from expressing an opinion as to the merits or demerits of the general protection policy now ruling, we strongly hold that the effects of that policy, so long as it be in force, should be harmonious and evenly distributed;

"Therefore, be it resolved, that this Board, in view of the anomaly presented, petition the Dominion government to equalize the duty on flour with the duty on wheat imported into Canada, so that Canadian millers be not handicapped by the bonus now practically granted to foreign competitors.

The resolution was discussed and adopted and a copy ordered to be forwarded to Ottawa.

The Boards of Trade at Portage la Prairie, Brandon, Moose Jaw, Port Arthur and Regina, with a large number of municipal councils throughout Manitoba, have since passed the same resolution.

TRANSFER RAILWAY.

At a special general meeting held on the 12th December, the following resolution was adopted. It explains itself:

"Whereas, it is of importance that every facility for the interchange of products and merchandise from one part of the country to another should exist;

"And, whereas this principle has been affirmed by the General Railway Act of the Dominion government providing for connection between railroads which intersect, join or unite;

"And, whereas the Northern Pacific and Manitoba railway have now a railway system within this province of nearly two hundred and fifty miles, and a considerable portion of the same has been in operation for a length of time, but up to the present time have no point of connection with the Canadian Pacific railway.

"And, whereas the Winnipeg Transfer railway did on or about the beginning of August last, or about four months since, make application to the Railway Committee of the Privy Council to approve the plans of a connection with the Canadian Pacific railway, which was intended to enable the interchange of traffic between that road and the Northern Pacific and Manitoba railway, and have since renewed and pressed that application;

"And, whereas the public convenience requires such means of transfer, and the want of it has caused much loss and delay by necessitating the teaming of goods from one road to the other;

"Therefore, be it resolved that this board respectfully request the Railway Committee of the Privy Council to provide for the said connection, and that a copy of the same be forwarded to the Right Hon. Sir John A. Macdonald, with a request for immediate action in the premises."

The Council regret to learn that the Railway Committee have since refused to allow the connection to be made.

NEW BOARDS OF TRADE.

Several new boards have been organized in Manitoba and the Northwest Territories during the past year and in most cases they have asked for copies of our by laws and information regarding the legal method of organizing and registering their associations, all of which has been cheerfully supplied. On all occasions, when communications have been addressed to our sister associations in the Province and Territories, asking for co-operation in matters affecting this western part of Canada, they have responded with energy and affect. The boards now shown on the register of the Secretary of State, as in existence west of Lake Superior and east of British Columbia, are: Port Arthur, Rat Portage, Winnipeg, Portage la Prairie, Brandon, Virden, Manitou, Regina, Moose Jaw, Edmonton and Prince Albert.

The General Board of Trade Act requires that not less than thirty merchants, traders, brokers, agents, mechanics, etc., should form a board, elect a secretary and report the fact to

the Secretary of State for Canada. The district for which the Board is formed must contain not less than 2,500 of a population. The application for registration must set forth:

1st. That the undersigned have associated themselves together as a Board of Trade.

2nd. The name by which it shall be known.

3rd. The place of headquarters.

4th. The name of the Secretary as elected.

The above statement to be signed and sealed by each member and transmitted by the Secretary with an affidavit by him that the foregoing declarations are correct; that the parties thereto are all qualified to become members under the provisions of the statute; and that the district has a population of over 2,500.

The fee for registration is but one dollar.

PETROLEUM INSPECTION.

The following petition of the dealers and importers of illuminating oils was presented to the Council and a request made that it should endorse the statements contained therein. After due enquiry the Council acceded to the request.

To the Honorable the Minister of the Interior, Ottawa.

SIR,—The undersigned merchants of the city of Winnipeg, province of Manitoba, dealers and importers of illuminating oils, respectfully beg to petition that you will take into consideration the advisability of securing an amendment to "The Petroleum Inspection Act," Sec. 15 clause 2, whereby petroleum may be imported into the city of Winnipeg from the United States in tank cars.

We would draw to your notice that as the Act referred to now stands, we are compelled to import petroleum in barrels, which results in great loss to ourselves, and is in no way productive to the benefit of any interests, for the following reasons:—

1st. Owing to the extreme length of the carriage from the point where the oil is shipped.

2nd. From the effects of the extremely low temperature which prevails in this province during the winter season, and the excessive heat in summer, resulting in the bursting and straining of wooden barrels to such an extent that loss from leakage is excessive.

3rd. That we now have to purchase barrels in the United States, thereby giving to the Americans all profit on the material and labor required to furnish the barrels, while on the contrary, if we are permitted to import our petroleum in tank cars, and return the tank cars when emptied, we will purchase barrels (in a knock-down form) in Ontario, and employ the necessary labor in this city to set them up for use. Whereas, now a large amount of cash is sent out of the country to pay for these barrels, we would pay and retain in Canada, cash to the amount of \$1.50 per barrel. As the case now stands, the number of barrels required to be imported is so much greater than can be utilized for local purposes, we are compelled to reship the empty barrels to the United States for refilling.

We also beg to draw to your notice that when barrelled petroleum is now imported, on arrival here the oil is at once poured into stationary iron tanks, which are under the lock and seal of the officials of your Department. We respectfully submit that, as protection to the



revenue is concerned, it would be much greater in the case of importations in tank cars, as the tanks would pass directly from the railroad company into the hands of your officials, and remain in their possession during the process of passing customs and emptying them into the sealed tanks controlled by them.

In view of these circumstances, which are open to the investigation of your department, we respectfully beg that you will grant us relief from the heavy loss annually inflicted by the application of the Act as it now is, by making Winnipeg a point to which importations of petroleum in tank cars, from the United States may be permitted under any restrictions necessary to secure the revenue interests."

PROVINCIAL EXHIBITION.

The council strongly recommends that a deputation of this board be appointed to wait on the provincial government to urge that a provincial exhibition should be held this year. No better means could be adopted to advertise the agricultural, dairy, and stockraising resources of this province than by the holding of such an exhibition. No doubt the railroads would grant special rates, and if necessary run farmers' excursion trains from the eastern provinces, during the exhibition week.

DISTRIBUTION OF LITERATURE.

Several hundred copies of the last annual report, with such literature relating to the resources and development of Manitoba as could be secured for distribution have been sent out to places in Canada and abroad where they would receive attention. The council desire to call attention to the fact that it has not any good pamphlet advertising Winnipeg on the province and from the requests made to the secretary there is no doubt that such a publication is urgently required. Such offices as that of the High Commissioner for Canada, in London, annually request to be supplied with a number of our annual reports and other publications. Letters are constantly being received by the secretary asking for information about the city and province, all of which are answered, and supplies of such literature as is procurable sent. Correspondence on this subject from Great Britain, the United States and Eastern Canada has been received, persons at so far distant points as Alaska seeking information.

THE LIBRARY.

The Departmental and other reports of the Dominion have been regularly received during the year. Our list of exchanges with trade bodies in Canada and the United States has been extended and, through the kind assistance of Consul Taylor, we are in receipt of the regular issues of several departments of the United States government. A large number of valuable pamphlets on trade matters have been added to our collection. Most of the trade journals of Canada are kindly furnished free of charge by the publishers for the office files. A large number of strangers visiting the city find their way to the library in quest of information which is cheerfully supplied. Several American, English and Canadian newspaper correspondents visiting Manitoba to write up the province have been supplied with the necessary data by the secretary. The Commercial Trav-

ellers' library remains on our shelves for reference, and it is intended to increase the collection this year.

FARMERS' EXCURSIONS.

A committee of the Council waited on the C. P. Railway authorities here, in March last, regarding farmers' excursions from Eastern Canada. They were assured that as many trains would be run as would meet the demands made, a promise that was amply fulfilled.

MEMBERSHIP.

The membership on the roll last year was 142 but several members have been excluded from this year's list through death, removal from the province and non-payment of dues. Members' accounts were closed on the 31st December instead of immediately before the annual meeting as has been customary, and it is likely that a few names struck off the roll will be reinstated. The number of members at present in good standing is 130.

COUNCIL MEMBERSHIP.

It is recommended that the new Council consider the advisability of having their number increased to 20, so that a large proportion of the members of the Board will assume the work. By such an increase a better representation of the various lines of trade could be had.

DEATHS.

On the 17th February, 1890, the Board suffered in the loss by death of Mr. C. J. Brydges, one of its oldest and most valued members and past presidents.

In May the Hon. A. G. Bannatyne, our first president, and one who did much for the Board, died in St. Paul, Minnesota, after a lingering illness.

On the 9th January of this year, another trusty member and friend of the Board, in the person of Mr. K. Murchison, was removed by death.

All of which is respectfully submitted.

D. H. McMILLAN, Vice-President.  
CHAS. N. BELL, Secretary.

OTHER BUSINESS.

J. H. Ashdown, A. Macdonald, G. F. Galt, J. H. Brock and E. Powis were appointed a committee to confer with the city council regarding the securing of a provincial exhibition in this city.

After discussing several matters of importance, the remaining business was referred to the new council to deal with at an early date, and the meeting then adjourned.

TREASURER'S STATEMENT.

For year ending December 31st, 1889.

RECEIPTS.

To Balance from last year..... \$ 268 09  
" Received Entrance Fees and Subscriptions ..... 1,253 00

DISBURSMENTS.

By paid Secretary's salary, 11 months ending 31st December, as guaranteed ..... \$ 641 69  
" " Expenses of deputation to Ottawa re Grain Standards 150 00  
" " Rent, Telephone and Caretaking .... \$140 00  
Less proportion paid by Grain Exchange 70 00  
70 00

By paid Stationery, Printing and Advertising..... 150 50  
" " Miscellaneous Expenses, including postages, telegrams etc ..... 73 12  
By Balance..... 437 78

\$1,523,00

Balance at Credit carried forward . 437 78

WM. J. AKIN,  
Treasurer.

WINNIPEG, 1890.

Audited and found correct.  
ANDREW STRANG,  
J. H. BROCK,  
Auditors.

Winnipeg Grain and Produce Exchange.

The Winnipeg Grain and Produce Exchange, though young in years, is destined to become the most important body of the kind in Canada. In fact it is already the most important organization of the kind, so far as the handling of wheat is concerned. The exchange has been organized a little over two years, and it now has 100 members. A majority of these are residents in Winnipeg, while quite a number reside at country points in the west. The membership also includes a number of well known names in the grain and produce trade of Toronto, Montreal and other eastern points. Suitable rooms were secured in the city hall at the time the exchange was organized, and these have been kept ever since. The exchange is open during regular hours on every business day in the week. Market reports are received by cable and telegraph at short intervals during the day from Liverpool, New York, Chicago, Minneapolis and Duluth. Country members of the exchange are furnished market quotations by wire when desired. A call board has also been established. These and many other advantages render a seat in the exchange of great value to country as well as city members, and an indispensable assistant to grain men.

At the annual meeting of the exchange held last month, the following officers were elected for 1890: President, N. Balf; Vice-President, F. W. Thompson; Secretary-Treasurer, Chas. N. Bell. Council—S. A. McGaw, E. L. Drewry, S. A. McGaw, W. W. McMillan, S. Spink, A. Atkinson, S. P. Clark, Wm. Martin, John Wilson, James Anderson and Robert Burns. Board of Arbitrators—S. Spink, J. A. Mitchell, S. Nairn, S. A. McGaw, R. P. Roblin, W. W. Watson and R. Stewart. Call Board Committee—S. P. Clark, J. A. Mitchell, Thos. Gill, A. Atkinson and S. W. Farrell.

At the annual meeting President Spink (now past president) occupied the chair and delivered an interesting address. He referred to the efforts made by the exchange to induce farmers to use only the best grain procurable for seed. He gave his opinion that many poor crops in Manitoba last season were due to the use of poor and damaged seed. Regarding last year's crop Mr. Spink said: "While the export this year is comparatively small, it is apparent that with the great increase in the acreage of land under cultivation this year, the greatly increased

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• • • WHOLESALE • • •

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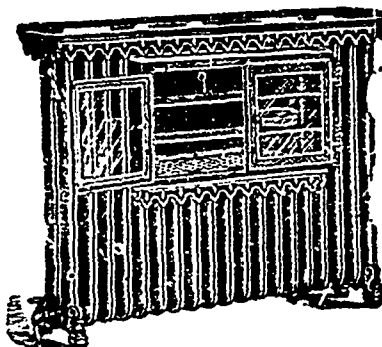
ORDERS BY MAIL PROMPTLY ATTENDED TO. WRITE FOR PRICES AND DISCOUNTS.

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## PLUMBERS, HOT WATER AND STEAM HEATERS.

WE KEEP CONSTANTLY ON HAND

Steam and Hot Water Boilers,  
Cast Iron Water Pipe and  
Iron Tube, Radiators and  
Coils, Rubber Hose, Pumps,  
Sinks, Lead Pipe, Etc.



WE ALSO KEEP IN STOCK

Electric Supplies such as  
Electric Bells, Batteries,  
Speaking Tubes, Fire and  
Burglar Alarms, Shades,  
Globes and Electric Light  
Fixtures.

We also have competent men to do all Classes of Work in above Lines. Any Work entrusted to us will be Strictly Attended to.

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CALGARY.

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# VULCAN IRON CO.

OF MANITOBA, Ld.

CASTINGS, Brass and Iron. FORGINGS, Light and Heavy

IRON COLUMNS, GRATINGS,

## GENERAL BLACKSMITHING

ALL KINDS OF MACHINERY, ENGINE AND BOILER WORKS, MILLWRIGHTING, ETC.

Point Douglas Avenue, - WINNIPEG.

### DICK, BANNING & CO.



WHOLESALE

## LUMBER

DEALERS AND MANUFACTURERS.

MILLS : KEEWATIN.

Always on hand a full supply of Lumber, Sash, Doors,  
Lath, Shingles, Tar and Brown Paper and  
Building Material generally.

PRICES FURNISHED ON APPLICATION.

HEAD OFFICES:

Opposite C.P.R. Passenger Depot

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### J. Thomson & Co.

—DEALERS IN—

## FUNERAL FURNISHINGS.

WHOLESALE AND RETAIL.

## OUR EMBALMING FLUID

THE BEST IN THE MARKET.

Agents for the WHITE BRONZE MONUMENTS.

Orders Solicited. Telegraph Orders Promptly Attended To.

529 and 531 Main St., WINNIPEG.

Telephone No. 351.

Feb 10 1910  
Exch report.

## THE COMMERCIAL.

transportation facilities, and the augmentation of our population by immigration, that an ordinary average yield next year will produce a very large quantity of grain probably 15,000,000 to 20,000,000 bushels of wheat alone."

"The future prospects for the grain trade in Manitoba and the Northwest Territories are bright and encouraging. In this western country we are too apt to be discouraged if everything does not work directly to our prosperity, and we do not sufficiently appreciate that in the natural order of things we must expect and patiently bear with a light crop now and then. Everything in the way of the experience of the past seasons in this province points to the fact that while an occasional crop may be light, that the average for any period of years gives good results. Everything considered, the future prospects for Manitoba are bright, and we may with confidence look forward to a large increase in the volume of trade, and that large numbers of settlers will be drawn to make comfortable homes for themselves in this prairie province."

"It is gratifying to notice the extension of the various lines of railways in Manitoba, and the increased elevator capacity. The opening up of new grain shipping centres calls for constant vigilance on the part of buyers, and certainly the farmers have had no reason to complain of the manner in which the trade have met their wants in this respects. The construction of the Northern Pacific and Manitoba railway and the Souris branch of the Canadian Pacific railway has increased largely the value of wheat in the hands of farmers living along those lines, as they have now a shorter haul by team than was formerly the case, and consequently the expense of marketing is decreased to the direct benefit of the farmer."

Other matters were also referred to in the address, such, for instance, as the necessity of making an effort to secure accurate crop reports and statistics.

The report of the council of the exchange presented at the annual meeting, refers to the efforts put forth to secure the weighing of grain by a government official, when being shipped from terminal elevators. The exchange is hopeful of securing this desideratum. Increased scouring facilities were obtained at Lake Superior elevators through the efforts of the council, and demurrage and stop over charges at Winnipeg, Port Arthur and Carleton Junction, which were considered too high, have been reduced through the efforts of the council. The railway company has granted relief to the extending the demurrage at Carleton Junction from one to three days, and reducing the stop over charges at Winnipeg and Port Arthur from one cent per hundred pounds to one dollar and a-half per car of any weight. In this, as in many others, the Canadian Pacific railway authorities have shown a disposition to meet the requirements of the trade. A short time ago the exchange took up the question of flour duties, and passed resolutions in favor of an increase in the duty on flour imported into Canada. Following is the treasurer's report, as presented at the annual meeting, for the year ended Dec. 31st last:

### RECEIPTS.

To Annual Dues.....	\$1,415 00
Interest on Rest Acct	44 20
Sale of Quotations....	40 00-\$1,419 20

### EXPENDITURE.

By Paid Reports.....	\$522 12	
Service.....	600 00	
Furniture.....	62 75	
Printing and Postage....	79 85	
Rent and Telephone.....	40 00	
Caretaker.....	30 00	
Delegation.....	26 00	
Petty Accounts..	53 70	\$1,414 42
Balance for Year....	84 78	
Rest Account in Bank	1,131 83	

No Liabilities.

Total Cash Credit ... \$1,216 61

The annual report of the exchange, recently issued, contains a list of flour mills in the country. A list of grain elevators and warehouses is also given, with the storage capacity of each, the total storage capacity for Manitoba and the territories, including the terminal elevators at Lake Superior (Fort William and Port Arthur), is placed at 7,236,700 bushels.

## Milling in the West.

### THE GROWTH OF THE INDUSTRY.

#### COMPLETE LIST OF MILLS NOW IN THE COUNTRY.

A review of the flour milling industry of the west for the past year, will again show some expansion in the number of and capacity of the mills. Notwithstanding that last season was an off year for crops, four new mills were constructed in Manitoba during the summer and fall. Other milling projects which might have been gone on with in a heavy crop year, were allowed to stand over. The new mills erected are located at Crystal City, Birtle, Boissevain and Gretna, all in Manitoba, and it may be said that they are a better class of mills than some of those erected a few years earlier. The new Crystal City mill, erected by J. W. Cochran, is a 100 barrrell mill, building 30x40, four stories with separate stone engine and boiler house. It is not entirely a new mill. The mill was established at Crystal City some years ago, a mile or two from the railway. A new building was put up last season fronting on the railway, and considerable new machinery, in addition to the machinery from the old mill was put in, including a new 60 horse power boiler and engine. D. Peters & Co. are the proprietors of the new mill at Gretna. It is described as a good mill of the size, and will prove a great convenience to the farmers of that district. The Birtle mill, erected by the Arrow Milling company, is a most substantial structure, and will make one of the best country mills in Manitoba. Its capacity is 150 barrels. Preston & McKay are the proprietors of the Boissevain mill, which was erected at a cost of \$20,000.

Fire has again visited the milling industry—the mill at McGregor, Man., erected in 1888, having been destroyed a short time ago. This mill had a capacity of about 75 barrels, was operated by Geo. Rogers, and owned by Whitelaw, mill builder of Woodstock, Ont. An old stone mill at Gladstone, Man., was also burned a short time ago.

### COMPLETE LIST OF MILLS.

The complete list of roller mills in the hard wheat region of Canada can now be given as follows:—Two mills at Winnipeg with an aggregate capacity of say 1,400 barrels daily. On the main line of the Canadian Pacific railway east of Winnipeg, one mill at Keewatin, capacity 1,600 barrels daily. On the Canadian Pacific railway main line west from Winnipeg, roller mills are located one each at the following places, in their order going westward:—Portage la Prairie, Carberry, Brandon, Oak Lake, Virden, Moosomin, Wolsley, Indian Head, Qu'Appelle station, Regina. On the Manitoba & Northwestern railway, one mill at Minnedosa, one at Shoal Lake, one at Birtle, one at Millford and one at Rapid City. On the Canadian Pacific railway Pembina branch one mill at Gretna, one at Morden, one at Boissevain and one at Crystal City. On the Canadian Pacific railway Southwestern branch, one at Holland and one at Treherne. On the Stonewall branch, one at Stonewall. On the Canadian Pacific Souris branch, one mill at Plum Creek. The following mills are located at points off the railways:—One at Balmoral, north of Stonewall; one at Assessippi, Russell county, Man.; one at Fort Qu'Appelle, north of Qu'Appelle station; one at Moose Mountain, south of Moosomin; one at Prince Albert, in Saskatchewan territory, the latter the most northerly roller mill on the continent. In all we have therefore a list of

#### THIRTY-ONE ROLLER MILLS.

When it is remembered that the first roller mill in this country was established in the year 1882, it will be observed that the industry has made good progress. In addition to these roller flour mills, there are a number of the old style stone mills still in operation, at points throughout the country. There are also several oatmeal mills in Manitoba, located as follows:—One each at Winnipeg, Portage la Prairie, Brandon and St. Leon. The Brandon oatmeal mill is operated in connection with the roller flour mill at that place, and the St. Leon mill in connection with an old style stone flour mill. Nearly all of the roller mills do some business in shipping flour eastward, but several are operated only for the local trade. The latter is necessarily the case with mills at points off the railways.

The capacity of the various mills outside of Winnipeg and the Keewatin mill, may be estimated at nearly 150 barrels each on an average, or a total of say 4,000 barrels per day. Adding the capacity of the Winnipeg and Keewatin mills to this, we would have the grand total of over 7,000 barrels per day. At  $\frac{1}{2}$  bushels of wheat to the barrel of flour, our mills could grind over 30,000 bushels of wheat per day, or say 9,000,000 to 10,000,000 bushels a year, providing they were kept running pretty steadily, on full time.

#### THE OUTLOOK FOR 1890.

Already several new milling enterprises are contemplated for the present year. It is understood that the mill recently burned at McGregor, Man., will be replaced the coming summer. Arrangements have been partly made for the establishing of new mills at Arden, Russell, Austin, Pilot Mound, Neepawa and other points. The extension of railwa

through the country last season will make new openings for additional mills. At western points in the territories an effort is likely to be made to erect mills. In British Columbia an arrangement has recently been made to establish a roller mill, a large bonus having been voted for the enterprise by the city of Victoria. At present there is only one roller flour mill in that province. This is situated in the Okanagan region, a fertile valley in the interior.

Another feature of the past year has been the establishment of several mills in the great North Saskatchewan country. These are small stone mills, and the machinery used for some of them has formerly done duty in Manitoba, but has been now superseded by the modern roller mill. The establishment of these small mills in the far north, however, tend to show the vast extent of the wheat belt of Western Canada. Some of them are located at points over 1,000 miles northwest of Winnipeg. They are for making flour for the Indians, half-breeds, and in some instances for the isolated white population of the more distant settlements. Some of these northern mills have been established by the aid of the government and the church missions, in order to encourage industry among the Indians. When this great northern country becomes settled up, these old stone mills will again be replaced by perhaps some new process of milling which has in the meantime superseded the roller mill. Then these stone mills which formerly did duty in supplying the advance guard of civilization in Manitoba with the staff of life, and later have performed the same service in a still more remote and more northern region, will be well entitled to their long rest. And when all this vast prairie country is dotted here and there with the latest style of flour mills, what a vast quantity of the product will be annually turned out? The annual capacity of the mills will not then be summed up in a few million barrels of flour but will be reckoned by hundreds of millions of barrels.

### British Columbia Indians.

The Indians of British Columbia number about 25,000. They do not receive government aid, such as is given at regular periods to the Indians in other parts of Canada, and they are therefore self supporting. Indeed, the fact that they have to earn their own living, seems to have a good influence upon them, for they are very much superior to the prairie Indians to the east of the mountains. They engage in fishing extensively, the crews of the sealers annually fitted out at Victoria being largely made up of Indians. One or two sealing schooners are owned and manned by Indians. They also catch dog fish, a species of shark, from which they extract an oil, which has a commercial value. The salmon canneries of the province are supplied with fish caught chiefly by the Indians. At this employment they often make big wages, last spring over \$1000 having been made by individual Indians during the season of the salmon run on the Fraser river. They fish for the markets to some extent, bring in venison and game which is abundant in British Columbia, work sometimes in connection with saw mills and lumbering operations, and other classes of work. Large numbers of British

Columbia Indians also migrate each year to the hop yards of the state of Washington, where they engage in gathering hops. This is quite an event in the life of the Indians. The tribes gather together, in parties, accompanied by a priest (for most of them are devout Catholics) and sometimes a brass band, for their annual excursion to the hop yards. It is the fishing industry however, which the Indian take most kindly to, and this he considers his natural right, so much so that he is inclined to resent, even to violence, any interference from others in the work. He decidedly objects to the employment of Chinamen or others by the canneries in fishing.

In British Columbia an Indian is called a "Siwash," and his dusky spouse is always known as a "Clutchman." A "potlatch" is the term applied to the social gatherings frequently held by the Indians. These are something after the style of a picnic. The Indians gather together from all quarters and have a big feast and general celebration, keeping it up for days at a time. These are sometimes of a religious nature, but sometimes they wind up rather irreligiously.

The British Columbia natives partake of the same indolent character which is characteristic of the Indians elsewhere, and when they are supplied with provisions, or have a little money ahead, they do not care much about work. As an industrial population they cannot, therefore, be depended upon, for just about the time their services are most urgently required, they may decide upon a little diversion in the way of a "potlatch," and then farewell to all work until the "grub" is exhausted. He is also addicted to fire-water. However, he is better dressed, as a rule, than his brethren of the prairie, and much more independent and self-supporting. The Indians of the province are also of considerable commercial value to the country, as they purchase large quantities of clothing, boots and shoes and other articles. They have a love for decorating the graves of their departed friends and relatives. Many an expensive tombstone has been supplied to the Indians for this purpose, for which they pay ready cash. Some of these stones or monuments are made from designs prepared by the Indian purchaser. They are usually of a generous disposition, when they are well supplied. The following will illustrate this disposition of the Indian. The redoubtable Chief Snakes, of a northern coast tribe, who has gained some notoriety by having ordered his tombstone in advance, has been giving a grand "potlatch" recently. The chief gave away upwards of \$1,000 in cash, blankets by the dozen, "sapaicil" by the box and trinkets *ad infinitum*. But to cap the climax he gave \$100 to the great lady, Queen Victoria, recognizing her the queen of all. The money was given to Bishop Ridley to be forwarded to Her Majesty.

### Financial Institutions in the Northwest.

A year ago THE COMMERCIAL followed the history of banking in the Northwest from the establishment of the first chartered bank branch, namely of the Merchants Bank in 1872,

under the management of Mr. Duncan Mac Arthur, now president of the Commercial Bank of Manitoba, down to the close of 1888, when seven chartered banks were represented by branches in the city of Winnipeg, while at twelve other points in the Northwest these banks had branches. The banks now doing business in this country have not increased in numbers during 1889, and the same institutions, namely, the Bank of Montreal, the Merchants Bank, the Bank of British North America, the Imperial Bank, the Bank of Ottawa, the Union Bank of Canada and the Commercial Bank of Manitoba. Only one more branch has been opened during the past year, a branch of the Commercial Bank of Manitoba at Morden, and there have been no changes of note in connection with banking affairs generally.

There has been no increase of the number of private banking institutions in the city of Winnipeg during 1889, the number being still only two, but there have been a few more opened at points throughout Manitoba and the territories, so that now there are over thirty of these institutions in the whole Northwest.

This sums up the banking facilities of the Northwest, and while an increase in the outside branches of chartered banks now in the field here, would be of great value to the trading community, there is really no opening for new ones, and nothing to encourage the entering of the field by any other chartered bank.

Turning from the banks into another financial field, namely, the

#### LOAN COMPANIES

We find the past year has been equally free from new features. There are ten companies still in the field for active business, which is one more than the number stated in this journal last year, and this one has not been added, but was overlooked by us in our last year's summing up. There are at least a half a dozen other companies which have ceased to do new business, but which still have funds invested here, and there are also a few Insurance Companies, which have quite a share of their reserve funds invested in real estate mortgages here.

Last year we stated that the aggregate loans of these companies in this city reached a little over \$12,000,000 which sum should have been placed at \$12,500,000, to cover the investments of the company overlooked. This year we have not gone into the figures of each company's business, and do not assume to reach an exact aggregate. But inquiry at the leading agencies shows that the figures have been slightly increased during the year. Quite a proportion of the companies still actively in the field have added considerably to their total loans, while others drawing out of the field have lessened the amounts of theirs, but not to the extent to which the others have increased. There has therefore been an increase in the aggregate which will add over \$500,000, and probably nearly \$1,000,000 to the figures of last year, so that the aggregate now is over \$13,000,000.

The past year has not been quite as satisfactory to loan companies doing business here as could be wished, owing to disappointments in crop yields; and this has doubtless been the main reason for an increased aggregate of mortgage loans. Still there is keen enough competi-

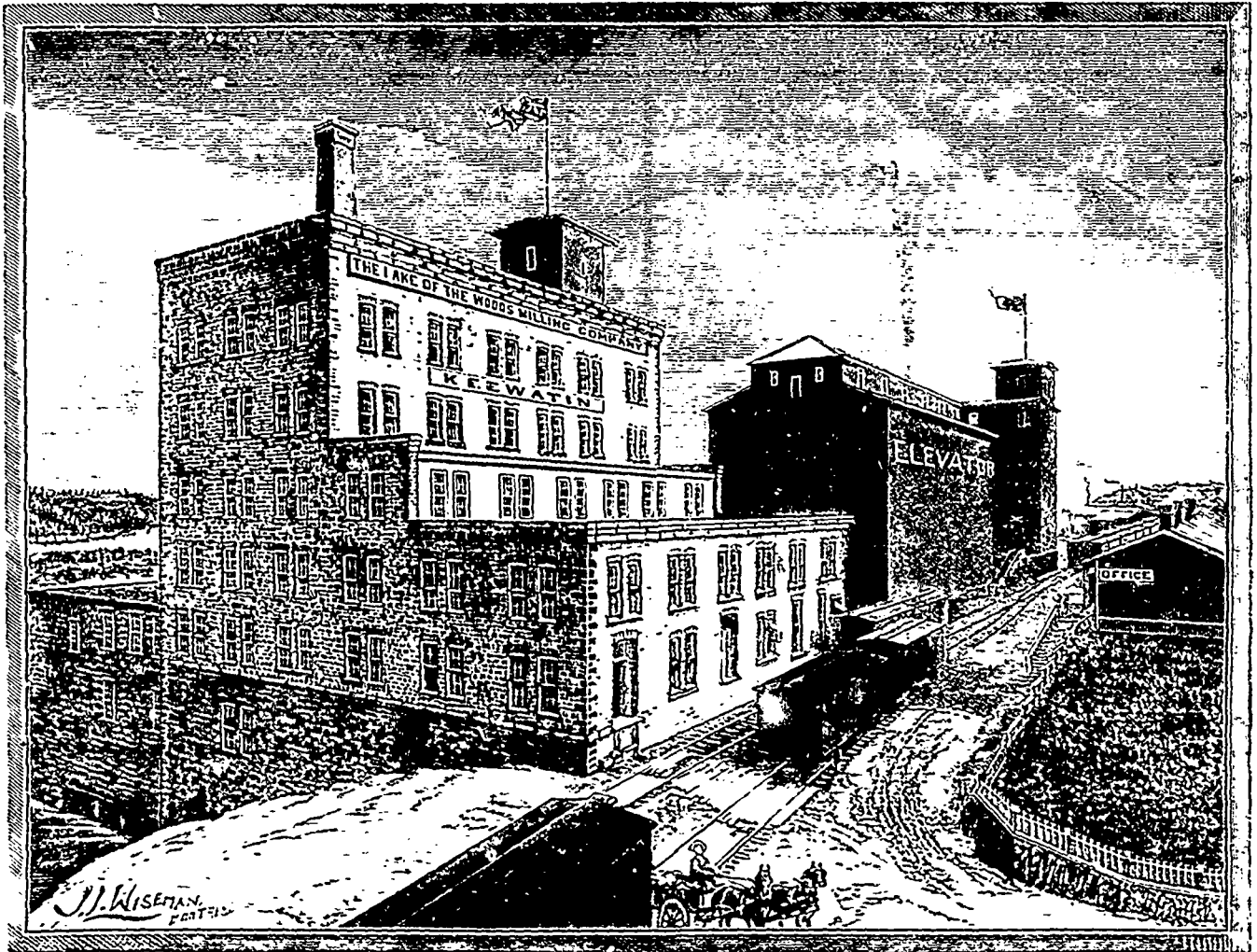
THE COMMERCIAL.

# LAKE OF THE WOODS MILLING CO.

••••KEEWATIN••••

Daily Capacity 1,500 Barrels.

Elevator Capacity 750,000 Bushels.



## PATENT HUNGARIAN

AND

# STRONG BAKERS' FLOUR

GROUND FROM MANITOBA HARD WHEAT ONLY.

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# G. F. STEPHENS & CO.

—MANUFACTURERS OF—

**Stephens' Pure Liquid Colors**—Various Shades for Interior and Exterior House Painting.

**Stephens' Prepared Carriage Paints**—In Scarlet, Black and Maroon. These Paints dry with a Rich Gloss and do not require Varnishing.

**Stephens' Elastic Enamel** For Household Decorations such as Tables, Fancy Chairs, &c., in a large number of delicate shades.

**Stephens' Pure Oxide Paints**—(Almost everlasting)—For Elevators, Granaries, Roofs and all Rough Surfaces exposed to the Weather.

—IMPORTERS AND JOBBERS OF—

**Window Glass**—Ordinary Glazing and Crystal Sheet. Single and Double Strength.

**Heavy Polished Plate** Sizes in Stock from 44 to 96 inches Wide.

**Ornamental Glass**—In almost Endless Variety.

**A full Stock of Painters' Supplies including Dry Colors, White Lead, Varnish, Brushes, Etc. Artists' Oil Colors and Brushes.**

**Plaster Paris, Plasterer's Hair, Portland Cement, Rosin, Pitch, Etc.**

MARKET STREET EAST, WINNIPEG.

## E. F. HUTCHINGS,

Manufacturer, Importer and Dealer in all kinds of

### Saddlery and Harness Goods

SADDLERY HARDWARE, LEATHER, ETC.

437 MAIN STREET, WINNIPEG.

"We have got the Grip," and it is not the kind to be sneezed at either. We have made all competitors acknowledge that our Grip on the Trade of the country cannot be loosened as it is welcomed by every one having use for Harness and Saddlery in the country. We are here to stay, and with that end in view have got ready for the Spring Trade a larger Stock of home-made Harness and Saddlery than ever before, and at such prices as will defy competition.

Any person requiring anything for the Horse will save money by getting quotations from us before purchasing elsewhere, as we have revised all our Prices and are now selling Goods much lower than formerly. Our New Catalogue will be ready shortly and will be sent out on application.

Send all Orders to, or give us a call, at the Great Northwest Saddlery House, 437 Main Street (near the Post Office), Winnipeg, Man.

E. F. HUTCHINGS, PROPRIETOR.

## J. S. Carveth & Co.

### PORK PACKERS

—AND—

### Provision Dealers.

We are now manufacturing Ham, Tongue and Chicken Sausage, a table delicacy for lunch or breakfast, heretofore only procured by importing.

We have invented a Preserving Fluid for Eggs superior to anything heretofore used, and are prepared to purchase any quantity of Eggs during coming season.

Finest quality of home-cured Provisions, always sweet and fresh and superior to the imported article. Sugar-cured Hams, Breakfast Bacon, Spice Roll, Long Clear Bacon, Pure Pork Sausage, Bologna Sausage, Pickled Pigs Feet, etc., etc.

SAUSAGE CASINGS FOR SALE.

23 JEMIMA STREET, WINNIPEG.

# JAMES HAY & CO.

Wholesale and Retail Dealers in

## Children's Carriages,

REED AND RATTAN.

Send for Catalogue and Price List.

P. O. BOX 303.

298 Main Street, WINNIPEG.

# FURNITURE



tion for all the good business to be had, and there is no wide opening for any new competitors for business. Indeed we would not advise any new companies to enter the field under present circumstances.

### Winnipeg as a Trade Centre.

It is hardly necessary to devote much space here to show that Winnipeg has become an important wholesale trade centre. Those who will take the trouble to turn over the pages of this number will find abundant evidence of this fact. The advertisements to be found in this issue, set forth more plainly than could be done in words, the importance of the wholesale trade of this western metropolis. Though it is not many years since straight wholesale establishments first began to be established here, now about every branch of trade is well represented. Dry goods, clothing, fur goods, groceries, boots and shoes, fancy goods, smallwares, stationery, hardware, paints, oils, drugs, fruits, leather, lumber, furniture, crockery and glassware, jewelery, agricultural implements and other branches of trade are all represented by from one to a dozen houses in each branch. In fact the city has become a recognized wholesale centre of really great importance. Altogether there are not less than 100 wholesale and jobbing houses in the city. Many of the wholesale houses carry large stocks, and goods are handled at prices which compare favorably with other markets. Country merchants who carry large stocks of general goods, can come in here and purchase everything they require in the wide range of goods handled.

During the last year or two there has not been much change in the wholesale trade of the city. The number of business institutions of this kind was up to the requirements of the country in most branches, and matters have therefore remained in almost a stationary state. The increase in the number of houses has not been rapid during the last year or two. In fancy goods and smallwares, one warehouse has been closed during the year. This is the house of Hodgson, Sumner & Co., the Winnipeg house being a branch of the firm of the same name at Montreal. The firm, however, will still continue to do business in the west, and will maintain an agency and sample rooms in the city. An important addition to the wholesale trade of the city will be made by the location here of the wholesale drug and sundry house of Dawson, Bole & Co. of Regina. This firm with a view to the further extension of business, has decided to move to Winnipeg early in the spring.

In the agricultural implement branch there has been more change, several new firms having established their headquarters here. The implement and farm machinery trade is designed to become a very important item in the wholesale trade of the city. Nearly all the implement manufacturing concerns of Canada now have general agencies in Winnipeg, through which the western trade of the respective firms is managed. Already the trade in implements is very large, and as the population of the country increases from the annual immigration, so will the demand for manufactures of this

nature increase. The general agencies at Winnipeg control the entire trade of the country westward to the rocky mountains.

In produce and commission business the trade of the city is certain to greatly increase. There are now a number of produce and general commission dealers having business places in the city. Large quantities of eggs, butter, cheese, poultry, etc., are handled, and the business is fast increasing. A few years ago this class of commodities was handled principally by wholesale grocers. Those were the days when butter, cheese, etc., had to be largely imported to supply the local demand. Now these products are in excess of local requirements, and there is a surplus for export. This surplus will continue to increase, until a great wholesale produce trade centre has been built up here. This is one of the branches of trade which is destined to become of vast importance in time.

In the grain trade it is hardly necessary to say that this city will soon become the largest grain centre in Canada, and one of the largest on the continent. Indeed it has practically already become the principal wheat market of Canada. The transactions in wheat in the Winnipeg grain exchange are now larger than in eastern cities. This season, owing to the light crop, business in the exchange has been light, but with a good crop next summer, the Winnipeg grain exchange will be the most active institution of the kind in Canada.

The fur trade is another important item in the trade of the city. In this line Winnipeg is conceded to be the largest primary market on the continent. There are a large number of buyers in the market here, thus always ensuring good competition and good prices. This fact is recognized by country traders and dealers who have furs to dispose of, consequently they ship their furs from long distances to this market for sale. Where the business centres, there the best prices will be secured, and this has been shown in past years in the case of prices realized for furs sent to this market. For furs, Winnipeg is the market for almost half the continent. Westward nearly to the Pacific coast, eastward from the great district of Algoma, and northward an indefinite distance, furs are drawn to this market, and put up for competition among our buyers, and the best prices are always assured.

Another branch of trade which is assuming importance is that of pork packing. Several houses are engaged in this industry, and the business is growing. It is expected that it will be extended to canning beef and other meats before long. The advantages for such an industry are many. The supply of meats available for the purpose is becoming large. Manitoba exported trainload after trainload of cattle eastward last fall, besides a number of trainloads exported from the territories, which passed through here. Large stock-yards are necessary here for the transshipment of cattle and to allow of giving them a rest and feeding them before shipping east. Plenty of meat for curing and canning is therefore assured. Animals which become disabled and rendered unfit for further shipment could be used here. The development of the great mining district to the east of Winnipeg, and also the great mineral

regions of British Columbia to the west will provide a large market for cured and canned meats.

While Winnipeg has not become a manufacturing centre which might be called of great importance, yet it is pleasing to note that some progress is being made. We now have quite a number of manufacturing institutions of one kind and another. One of the latest industries to be established in the city is the Royal Soap Company's factory. This institution was formerly located at St. Boniface, on a smaller scale than at present. The factory at St. Boniface was burned out, and a new factory was established in Winnipeg, and put in operation a short time ago. The industry is now in a thrifty state, and turning out a large amount of goods. Carriage manufacturing is also extending some, though the bulk of the goods of this class is still imported. A number of other branches of manufacture are carried on successfully, and new industrial establishments are being added to the list from time to time, and further additions will continue in the future, in spite of the assertion sometimes made that Manitoba can never become a manufacturing country, nor Winnipeg a manufacturing city of any importance. Winnipeg possesses an important item in the water-power on the Assiniboine river, within the city limits. The works necessary for the utilization of this power are likely to be constructed very shortly, and it is expected the city will derive great benefit therefrom. When the work of building the dam and canal is carried out, the city will be in a position to offer special advantages to manufacturers in the direction of cheap motive power.

Altogether, though the number of wholesale and manufacturing houses have not increased very fast during the last few years, steady progress has been made in extending and developing business in these branches. The trade will continue to expand in proportion to the settlement of the great prairie region of Western Canada. With such a vast territory through which to extend her trade, the future of the city is assured. At present the total number of business institutions in the city, wholesale, retail and manufacturing, is about 1,000.

### Western Newspapers.

The *Herald*, a paper published at Battleford, Saskatchewan territory, has just recently entered upon its twelfth year of publication. What is chiefly of interest in connection with this announcement is the fact that the *Herald* is the oldest paper in this great prairie country, west of Winnipeg. At the time the paper was started, there were no other papers in the country outside of Winnipeg. This was before the construction of the Canadian Pacific railway, and the few settlements in the country were located at points along the rivers, thus it comes that the earliest settlements in the territories were located along the Saskatchewan river, a considerable distance north of the present principal line of settlement along the Canadian Pacific. Battleford was selected as the first capital of the Territories, and it was the seat of government the time the *Herald* was started. Since the opening up of the country to the south of the railway, the northern settlements have not

increased much, and the capital has been moved to Regina, on the railway.

The establishment of newspapers may be taken as a fair index of the development of the country. Eleven years ago the first paper in the country, outside of Winnipeg, was started. Now the following papers are published in Manitoba and the territories, outside of Winnipeg, the name of the papers and place of publication being given: *The Review* and the *Liberal*, Portage la Prairie; the *News*, Carberry; the *Sun*, the *Times* and the *Mail*, Brandon; the *Advance*, Virden; the *Times*, Moosomin; the *Progress*, Qu'Appelle station; the *Fidette*, Fort Qu'Appelle; the *Journal* and the *Leader*, Regina; the *News*, Moose Jaw; the *Times*, Medicine Hat; the *Herald* and the *Tribune*, Calgary. These are all at points along the main line of the C. P. R. and nearly all these towns have come into existence since the *Herald* was first started. But this does not complete the list. At other points in Manitoba there are the following papers: The *News*, Stonewall; the *Herald*, Selkirk; the *Age*, Gladstone; the *Register*, Neepawa; the *Tribune*, Minnedosa; the *Times*, Emerson; the *Monitor*, Morden; the *Mercury*, Manitou; the *Times*, Deloraine; the *Signal*, Pilot Mound; and we may also include the *News*, Rat Portage, though this place is beyond the eastern boundary of Manitoba. There are also the following papers in the territories, off the railway: the *Gazette*, Macleod; the *News*, Lethbridge, on the Galt railway; the *Times*, and the *Saskatchewan*, Prince Albert; the *Herald*, Battleford; and the *Bulletin*, Edmonton. The last four papers are at points on the North Saskatchewan river. Thus it will be seen that there are now thirty-three papers in the country, all established within the last eleven years. They are all weekly papers, with the exception of the two at Calgary, which issue daily editions. This certainly shows that the country has made very considerable progress. Winnipeg papers have also increased in number very considerably, and the city is becoming quite a centre of journalism. Winnipeg has two daily papers, and quite a number of weekly and monthly papers, published in English and other languages. There are one French journal, one German paper, one Scandinavian, and two Icelandic papers. Also several religious and denominational papers. One educational, one medical, and one commercial journal, two agricultural papers, one society paper, etc. Altogether the showing indicates that journalism in the west is not lagging behind the development of the country in other respects.

### Manitoba's Fish Exports.

It is not generally supposed that Manitoba can produce very much in the line of fish, but this is a great mistake. The amount of fish exported from Manitoba to the United States during 1889 was 1,781,587 pounds. There were several varieties of fish included in these exports, but the principal variety is whitefish. This fish is becoming known we may say almost all over the continent. Manitoba whitefish are shipped as far east as Toronto, Buffalo, N. Y., and have even been sent to New York city. South, they are shipped to St. Paul and Chi-

cago, St. Louis and other points, and westward to the Pacific coast. The Manitoba whitefish is large, fat, and a very superior fish of the kind. Of other fish there are yellow pike, known here as jackfish, pickerel, sturgeon, tulibes, etc. The latter is a fish resembling the whitefish in appearance, but smaller. It seems to be something between the whitefish and the herring, being larger than the latter and smaller than the former. There are a number of other varieties, such as perch, gold eyes, a species of bass, buffalo fish, mullet, suckers, catfish, etc. The last named varieties are not largely caught.

The principal sources of fish supply in Manitoba are the three lakes called Lake Winnipeg, Lake Manitoba and Lake Winnipegosis. There are also numerous smaller lakes from which fish are taken for local use. Lake Winnipeg is a large body of water, comparing favorably in size with Lakes Ontario or Erie, of the St. Lawrence system. Lakes Manitoba and Winnipegosis are also quite large bodies of water. In these three lakes the whitefish abound. Further north, beyond the boundaries of Manitoba, and north of the Great Saskatchewan river, there are a number of large lakes in which whitefish are found.

On Lake Winnipeg the fish are taken in the summer season and kept in a frozen state until winter sets in when they are shipped away in car lots. Ice is stored during the winter for use during the following summer, and refrigerators have been erected at convenient points, for freezing and storing the fish until winter. Several companies are engaged in the industry, and a number of men and boats are employed in the work. Fish are also taken in the winter, in all the lakes mentioned, by means of nets placed through the ice. The Indians also catch considerable numbers of jack fish or pike in the winter season with an ordinary hook and line, by cutting holes in the ice.

Recently some parties have started an agitation with the object of inducing the Government to restrict fishing operations on Lake Winnipeg, as they allege that there is danger of the lake being depleted of fish. On investigation this idea seems to be groundless, and has doubtless arisen from a misconception as to the size of the lake. The number of fish now being taken annually from Lake Winnipeg should not have the effect of depleting to any noticeable extent a lake of such large size. In fact the quantity of fish now taken seems only a drop in the bucket, and could no doubt be greatly increased without endangering the value of the lake as a source of fish supply.

### Aiming at Excellence.

One valuable addition to the Industrial institutions of Winnipeg was made during the past year in the Royal Soap Works, and already it is apparent that the company intend to succeed by manufacturing only first class goods in their line.

It is too common for new competitors in a field, to try and force a footing, by offering an inferior article at a very low price. The Royal Soap Company have followed the very opposite course, especially with their "Royal Crown" brand of laundry soap. In this leading article they have laid before the public a laundry soap

certainly not excelled, and probably not equalled in quality by anything of its kind ever placed in this market. Tests of its quality both for household purposes and for use in the job and book printing departments of this office, have been made and reports given by parties competent to judge, and all agree as to the excellence of the article.

The wisdom of pushing a leading article of such high grade lies in the fact, that once it has gained a footing, no cheap and inferior goods can displace it, and years hence the probability is, that the Royal Crown soap, like some other staple articles of fine quality, will be an indispensable article in every well managed household in this province.

### A Wonderful Fluid.

J. S. Carveth & Co., packers and provision dealers, Winnipeg, have recently secured the patent for a wonderful substance which has been named Carveth's Preserving Fluid. This liquid is designed for the preservation of eggs, meats, fruits and other substances. Mr. Carveth has been experimenting for some years with the object of inventing something of this nature, and he believes he has now attained the most perfect success. The fluid has been thoroughly tested for two years. Eggs immersed in the liquid have now been kept for two years, and they are still quite fresh and palatable, and fit for table use, and to all appearance may be kept for some years longer. With the ordinary process of preserving eggs, they can only be kept fresh for a few months at the most. Meats and fruits have also been kept in this fluid for a long time. A roast of beef and a dressed chicken, immersed in the substance two years ago, still appear quite fresh, and fit for use. The liquid does not impart a bad flavor, and is not in any way injurious to the system. Other fluids for this purpose lose their preserving power after a length of time, but this does not. Once it is known it will be almost an indispensable article for keeping meats, fruits, etc., fresh during warm weather.

### Wheat Inspected at Winnipeg.

The following shows the quantity of wheat inspected at Winnipeg for the crop years mentioned:—

CROP.	BUSHELS.
1886 . . . . .	1,362,600
1887 . . . . .	3,873,600
1888 . . . . .	2,183,350

These figures of course only show a portion of Manitoba's wheat exports. A good deal of wheat goes out in the shape of flour, while a large quantity is inspected at Port Arthur, or not inspected at all.

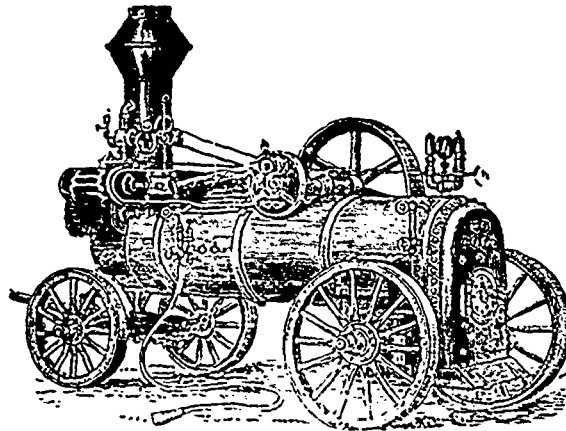
NOTICE of application is given in the Canada Gazette for a charter for the Free Homestead Co., Ltd. The object is to promote emigration to Manitoba and the west, to acquire lands and develop them, and to carry on the several businesses of farmers, graziers, meat preservers, bankers, builders, contractors, etc. The chief place of business is to be Montreal, and the capital stock \$100,000 in 500 shares of \$200 each. W. R. MacInnes and H. R. Ibbotson, steamship agents, are the Montreal directors, the others being New York steamship agents.

# JOHN O'DONOHUE & CO.

WHOLESALE AND RETAIL DEALERS IN

## WAGONS, BUGGIES AND ROAD CARTS

ALL DESCRIPTIONS OF  
WHEELED GOODS.



SLEIGHS and CUTTERS  
IN SEASON.

## MOWERS, HAY RAKES, GRAIN CRUSHERS

And Best Selection of Canadian and American Plows in Manitoba.

Waterloo Steam and Horse-Power Threshers.

WRITE FOR CATALOGUES AND PRICE LIST.

# JOHN O'DONOHUE & CO.

WAREROOMS: KING STREET, OPPOSITE LELAND HOUSE.

••••• WINNIPEG •••••

**LIFE**

Every one has heard of the wonderful effects of the Spruce and the Pines in cases of Lung Disease. The Rev. Dr. Murray, in his book on the Adirondacks, lately published, relates the case of a consumptive young man who was entirely cured by a three month's camping out among the pines. In France the physicians regularly send their consumptive patients to the pine woods, and let them to drink a tea made from the spruce tops.

**IS TOO SHORT**

GRAY'S SYRUP is a scientific combination of the gum which exudes from the Red Spruce tree. In this preparation the gum never separates, and all its anti-spasmodic expectorant, tonic and balsamic properties are preserved.

For Coughs, Colds, Hoarseness, Throat Affections, &c. it acts like a charm.

Gray's Syrup of Red Spruce Gum, for Coughs, Colds, Loss of Voice, Hoarseness, Bronchial and Throat Affections.

PRICE 25c PER BOTTLE. SOLD EVERYWHERE.

**MITCHELL DRUG CO'Y,**  
WHOLESALE DRUGGISTS,  
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*Agents for Manitoba and the Northwest. Correspondence invited.*

**S. WALKER & CO.**

MANUFACTURERS OF

**LUBRICATING OILS** CYLINDER  
**RAILWAY AXLE, GREASE** WALKER GENUINE,  
HOT BOX, WALKER DIAMOND X

Refined Prepared Tallow for Cylinders and Valves warranted to keep working parts Clean and to counteract the bad effects of Alkali Water.

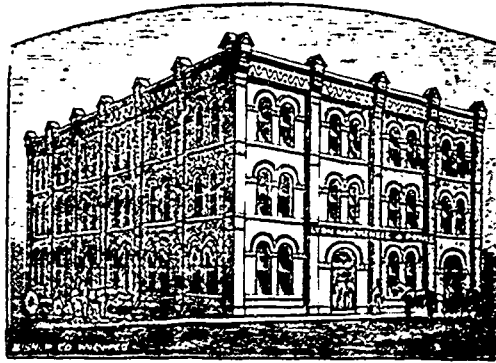
These Oils, Grease and Tallow are in constant use on the Western Division of the C.P.R. and have given entire satisfaction for the past four years.

HIGHEST CASH PRICE PAID FOR BUTCHERS' FAT AND TALLOW.

**S. WALKER & CO.**  
WINNIPEG.

**MACKENZIE, POWIS & CO.**

**Wholesale**



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**WINNIPEG**