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ANNUAL REPORT

OF THE

BOARD OF TRADE

OF

HALIFAX, N. S.

FOR THE YEAR

1895.

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T. C. ALLEN & CO., Printers, 124 & 126 Granville St., Halifax.

1896.

George Johnson Esq  
Statistician

Dep<sup>t</sup>: Agriculture  
Ottawa

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Capt. L. M. Reed  
Secy Board of Trade  
of Halifax

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# HALIFAX BOARD OF TRADE.

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## OFFICERS AND COUNCIL FOR 1896.

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PRESIDENT:  
JAMES MORROW.

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VICE-PRESIDENTS:  
A. MARTYN PAYNE.                      GEORGE MITCHELL.

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SECRETARY:  
CHARLES M. CREED.

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TREASURER:  
H. G. BAULD.

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COUNCIL:

M. DWYER,	W. A. BLACK,
A. E. CURREN,	GEORGE E. BOAK,
GEO. J. TROOP,	ALEX. STEPHENS,
J. A. CHIPMAN,	GEOFFREY MORROW,
J. EDWARD DEWOLFE,	I. H. MATHERS,
G. E. FAULKNER,	H. D. MCKENZIE,
A. M. BELL,	THOMAS FYSHE.

G. S. CAMPBELL.

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## BOARD OF ARBITRATORS.

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T. FYSHE,	HON. L. G. POWER,
J. C. MACKINTOSH,	J. A. CHIPMAN,
A. MARTYN PAYNE,	W. J. STEWART,
H. G. BAULD,	GEOFFREY MORROW,
A. E. JONES,	W. A. BLACK,
J. E. DEWOLF,	I. H. MATHERS.

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## AUDITORS.

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G. E. FAULKNER,                      E. G. KENNY.

## STANDING COMMITTEES.

### BANKING.

T. Fyshe, Chairman,	D. H. Duncan,	J. C. Mackintosh,
E. L. Thorne,	J. T. P. Knight,	A. M. Jack.
H. N. Wallace,		

### DRY GOODS.

A. M. Payne, Chairman.	E. G. Kenny,	John Murphy,
A. P. Silver,	Adam Burns,	E. T. Manon.
E. G. Smith,		

### HARDWARE AND SHIP CHANDLERY.

Wm. Robertson, Chairman,	Hon. H. H. Fuller,	W. B. Arthur.
W. H. Troop,	A. M. Bell,	M. O. Crowell.
A. J. Grant,	Edward Stairs,	

### WHOLESALE GROCERS.

M. Dwyer, Chairman,	H. G. Bauld,	Robert Seeton.
Wiley Smith,	R. J. Sweet,	James Billman,
George A. Pyke,	J. W. Goreham,	

### MANUFACTURERS.

A. E. Curren, Chairman,	A. Stephen,	T. M. Cutler.
J. Henderson,	Robert Taylor,	A. MacKinlay,
J. Taylor,	W. J. Stewart,	A. Gunn.
J. W. Allison,		

### WEST INDIA TRADE.

G. Mitchell, Chairman,	M. Carney,	W. J. Butler,
G. R. Hart,	A. E. Jones,	F. W. Hart.
W. A. Conrod,		

### FISHERIES AND INSPECTION.

Geo. E. Boak, Chairman,	John Peters,	A. N. Whitman,
Geo. S. Campbell,	John Whitman,	George R. Hart,
F. J. Phelan,		

### PILOTAGE AND HARBOR REGULATIONS.

John Pugh, Chairman,	J. Taylor Wood,	I. H. Mathers.
J. E. Butler,	W. G. Jones,	G. S. Campbell.

### RAILWAYS AND TRANSPORTATION.

J. A. Chipman, Chairman,	A. E. Jones,	J. P. Cox,
J. E. DeWolf,	H. L. Chipman,	George S. Campbell,
H. D. McKenzie,	R. F. Armstrong,	J. C. Hugill,
Robert Pickford,	A. E. Curren,	James Hall.

### DRUGS AND CHEMICALS.

W. H. Webb, Chairman,	Frank Simson,
M. F. Eagar,	W. H. Simson.

## PRESIDENT'S REPORT.

HALIFAX, N. S., January 14th, 1896.

*To the Members of the Board of Trade of Halifax:*

Gentlemen,

I have much pleasure in submitting to you the Annual Report:

It is pleasing to note that financially our position is a fairly satisfactory one, nevertheless we now, as we have done in the past, appeal to our fellow-citizens to grant us that support which so important an institution as yours is entitled to, so that you can continue to guard the trade and industrial interests of the city.

### TAX REFORM.

This is a subject that has claimed our attention for a number of years. We regret that we cannot report a final settlement of it; but as it has been placed in the hands of a government commission to report upon, we feel satisfied that the more it is discussed by the gentlemen composing that commission, the more they will recognize the necessity of a law framed on the lines suggested by this Board.

### AGRICULTURAL EXHIBITION.

It affords me pleasure to bring to you the information that a number of gentlemen representing the Farmer's Association of Nova Scotia, approached the exhibition commission and after a full and frank discussion on the necessity for annual provincial exhibitions, it was unanimously resolved, that the city and province combine for the purpose of acquiring such grounds and buildings as would be in keeping with the wants of our agricultural and industrial interests. The gentlemen representing the Farmer's Association were united in recommending that Halifax should be selected for the holding of such exhibitions. They advanced many and strong reasons in favor of such a selection as being best calculated to insure their permanent success, resulting, as they contended, in an annual display that would reflect credit upon our province. The members of this Board who were present at this conference listened with great attention to the remarks made by the gentlemen of the Farmer's Association—their expression of good will for the capital city of their province was appreciated by them, and we hope that our provincial and city governments will heartily cooperate in bringing to a successful issue the project so ably and well advocated by them.

## DISTRESS IN NEWFOUNDLAND.

As you are aware, since our last annual meeting, owing to the failure of the banking institutions and other financial disturbances, much distress was experienced by many of the inhabitants of our sister colony of Newfoundland. Your Board took prompt steps to aid in relieving that distress, and notwithstanding the many claims upon the resources of our people, both in the city and country, timely relief was forwarded. I take this opportunity to thank all those who so promptly and generously contributed to such a praiseworthy object.

## WIDENING OF LOCKMAN STREET.

Lockman being the northern end of the main street leading from the Intercolonial Passenger Station into the city, much interest has been taken in the subject by your Council. They recognized the necessity of widening the street, but they also recognize that unless the improvement is judiciously conducted, the expense thereby incurred will add very considerably to our already heavy civic debt. They, therefore, after giving the matter their most careful attention, met a committee from the City Council, and after discussion it was resolved: "That the widening of Lockman street be deferred until a betterment Act is obtained from the Provincial Legislature."

## WEST INDIA CABLE COMMUNICATION.

The importance of improved cable facilities is forcibly brought before the people of Canada, and especially of the Maritime Provinces at the present time. Many perhaps may not be aware that all telegraphic correspondence with the West Indies is at the present done through the United States, either by way of Cuba or via Galveston down the mainland as far as Colon, thence through the Islands. The insurrectionists in Cuba have cut the wires, therefore the Galveston route is the only one available to day. The cost too, reaching as it does nearly five dollars a word to some points, is almost prohibitory. From a national standpoint, England and Canada should have independent connection with their southern island neighbors, and this is most strongly impressed upon us under existing relations between England and the United States. This Board desires to express the hope that the Canadian government may render assistance towards obtaining the communication so much needed.

## UNION MARITIME BOARDS OF TRADE.

As outlined in the last Annual Report, delegates from our Maritime Boards of Trade were invited to a conference with us during the past summer, which resulted in the organization of a Central Board for the three Provinces of New Brunswick, P. E. Island and Nova Scotia. A number of the Boards in each Province have already taken the necessary steps of affiliation. The proceedings during the conference were earnest



and harmonious, terminating with a harbor excursion and luncheon at Lawlor's Island under the auspices of your Board.

#### RAILWAY EXTENSION.

Since our last meeting two disastrous fires have taken place, one of which destroyed the grain elevator and deep water wharf—the former has not yet been rebuilt, but the sheds and wharf are now nearing completion. Our twelve months experience and the examination of the sheds and wharves under construction convince us more and more of the wisdom of the scheme advocated by this Board during the past fifteen years, viz: the extension of the railway along the water front. It will be remembered that this Board suggested that the government send two experts here to decide the respective merits of a scheme proposed by the City Council and the one proposed by this Board. Messrs. Vanhorne and Shaughnessy, the President and Vice-President of the Canadian Pacific Railway, came here for that purpose and their verdict was given in the most emphatic manner in favor of the extension along the water front. This opinion was pronounced in the presence of a committee of your Board and subsequently in the presence of the City Council, yet it was not acted upon, neither was the one which had been recommended by the City Council, and the first intimation we had of a deviation from our plan, so emphatically favored by the two gentlemen named, was that the water side properties north of Cunard's were bonded by the Dominion Government.

The depots and wharves connected with this railway, as well as those of other railways entering the City, bear no share of our civic taxation, and care should be taken to see that our City is not side tracked by discriminatory rates of freight or wharfage in favor of outside competitors.

#### DOMINION ATLANTIC RAILWAY TERMINUS.

After weary waiting and complaining we have been given to understand that the freight terminus of this railway is to be moved from Richmond into the City, but as the arrangements for receiving and delivering the freight over that line are not yet completed, we are not in a position to express our opinion upon them.

#### COLD STORAGE.

This is a subject that has occupied the attention of the Maritime Board of Trade during the past summer, its great importance to the agricultural interests of the Province was fully recognized.

I understand that a company composed principally of Nova Scotia capitalists, will ask our local Legislature for a charter to enable them to form a company whose aim it is to erect a building of a capacity of 750 to 1,000 tons, and they hope to be able to take charge of next year's Nova Scotia products.

I have also been given to understand that agents of steamboat lines have intimated that they will be ready to construct on board their ships such refrigeratory storage as will meet the demands of the port.

#### FIRE INSURANCE.

This is a question that has occupied the attention of your Council during the past year. We feel that the rates charged by the different companies which at present form a syndicate in Halifax are excessive, and contend that with our improved water service and other fire protective improvements the fire premiums should be reduced very considerably. We may add that we have asked the City Council to take into consideration the advisability of maintaining an efficient fire boat for permanent water side service.

#### WINTER PORT.

There is no subject which has created so much discussion in this Board or in this City as that of "Winter Port of Canada." This has arisen from the fact that previous to the confederation of the British North American Provinces our people were influenced by the promises and predictions made by the statesmen of that time—the fathers of confederation—that Halifax would be the Winter Port of Canada. That it would be the great outlet for the products of the West. We as business men knew that if these promises had been performed or these predictions verified our City would take its place amongst the prosperous and important ones of this continent. Every four or five years since the passing of the Act of Confederation the golden apple of Winter Port has been dangled before our eyes, only to find that when we try to grasp it it crumbles into dust. Other Cities or localities in the Maritime Provinces claim that they have as much right as Halifax to be considered the Winter Port of the Dominion. We have no objection to their advancing their claims, but we do contend that to Halifax only was it promised before Canada was styled a Dominion; and further that no City or place in the Maritime Provinces has been deceived as we have been on this question. Hence our bitterness when it enters into our discussions. We are weary of passing resolutions and sending delegations to Ottawa for the purpose of reminding the Dominion Government that the promises made to us by the fathers of confederation and by our own statesmen remain unfulfilled. Therefore the time is opportune to appeal to the government of England to obtain at least a portion of the many good things that were promised to us. The great speed obtained by ocean going steamers renders it necessary that Canada should have a fast mail Atlantic service, and as the Government of England has been approached to grant a subsidy in aid of such a service, we should immediately enlist the coöperation of the naval authorities on this station and elsewhere for the purpose of getting such a subsidy providing that Halifax shall be the terminal port

in the Dominion, not for six months in the year, but for the whole twelve. This would be but restoring to us what we have been deprived of since the union. Apart from the strong reasons which I have herein enumerated, and others that I refrain from entering into at present, that entitle us to the consideration of the crown, solid argument stands out boldly in our favor. We have the testimony of Admirals who have been commanding the British North American Fleet on this station publicly expressed in favor of this port for a fast mail service. We have the opinion of captains in the Atlantic mail service who say that a fast mail and passenger line between Great Britain and Canada, to be successful, must sail direct to Halifax throughout the whole year. We find that during the roughest seasons of the year (the winter months) that mail steamers that have any pretensions to speed and power, enter our port with such regularity that it proves to a certainty that we could count upon the delivery of the mail in Montreal hours before the steamers could get to quarantine in New York, and owing to the quick dispatch with which they could be placed on board the train at Halifax, the merchant in Toronto would have his European letters equally as quick as his American competitor. There is another and very strong reason in favor of the one port during the twelve months, viz: that it will give efficiency and permanency to railroad, hotel and other terminal accommodations that will be necessary to make them comfortable and attractive to the travelling public—these cannot be satisfactorily sustained if the service is periodically removed. The development of the great North-west will entail enormous expenditure in the future as it has done in the past, and it should be borne in mind that it is the cities of the West that will receive the benefit of such expenditure, hence the justice of our claim to such consideration.

Before closing this Report I will, with your permission, briefly refer to the present somewhat strained relations existing between Great Britain and the United States, as it is a matter of much importance to us. It is pleasing to note that the cloud which seemed so dark at the close of 1895 is already beginning to show that it has a silver lining. It is not inconsistent with our loyalty to lift our voices, humble though they be, in favor of peace and good will, and to indulge in the hope with many true Americans and brave Englishmen, that out of this difficulty will spring a better appreciation of each other, and a recognition of the necessity for perpetual harmony between the great Anglo-Saxon nations, not alone because it will be for England and America's good, but also for the best interests of humanity and for Christian civilization.

MICHAEL DWYER,  
*President.*

CHARLES M. CREED,  
*Secretary.*

## EXPORTS OF FISH.

FROM THE PORT OF HALIFAX FOR THE YEAR 1895.

PORTS.	Quintals.	Barrels.
Jamacia .....	98,434	35,195
Porto Rico .....	68,942	9,306
Demerara .....	31,093	1,946
Trinidad .....	16,234	10
Hayti .....	20,859	5,770
Colon .....	3,615	572
Barbados .....	3,109	150
Cuba .....	3,814	.....
St. Lucia .....	.....	60
Dominica .....	731	139
Antigua .....	1,255	454
St. Kites .....	3,341	730
St. Croix .....	1,971	1,243
St. Thomas .....	1,032	173
British West Indies .....	7,265	1,907
New York .....	43,611	5,733
Boston .....	35,523	14,991
	340,829	78,379

## EXPORTS OF PREVIOUS YEARS.

	Quintals.	Barrels.		Quintals.	Barrels.
1888 .....	250,729	32,088	1892 .....	262,896	45,773
1889 .....	257,728	38,175	1893 .....	301,309	80,572
1890 .....	241,539	36,983	1894 .....	354,197	92,273
1891 .....	247,527	36,470			

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## IMPORTS OF SUGAR, 1895.

IMPORTERS.	Hhds.	Trees.	Brls.	Bags.
Acadia Sugar Refining Co. ....	148	.....	5	299,510
G. P. Mitchell & Sons .....	891	259	9,408	10,399
A. G. Jones & Co .....	1,192	111	1,754	13,757
Musgrave & Co .....	3,484	9	274	1,807
Geo. E. Boak & Co .....	911	1	77	2,329
Walter Mitchell .....	.....	.....	378	3,387
R. I. Hart .....	285	.....	45	200
H. R. Silver .....	273	2	..	1,866
Grant, Oxley & Co .....	73	7	251	1,348
John Taylor & Co .....	.....	25	448	1,351
Sundries .....	133	28	2,452	2,944
<b>Totals .....</b>	<b>7,390</b>	<b>442</b>	<b>15,082</b>	<b>338,909</b>
IMPORTED FROM				
Cuba .....	.....	.....	.....	137,152
East Indies .....	.....	.....	.....	130,973
Windward and West India Islands .....	2,033	306	12,801	24,325
Porto Rico .....	5,078	3	82	3,656
Demerara .....	.....	.....	378	34,957
Jamaica .....	279	133	1,831	2,846
Beetroot .....	.....	.....	.....	5,000
<b>Totals .....</b>	<b>7,390</b>	<b>442</b>	<b>15,092</b>	<b>338,909</b>

## IMPORTS FOR PREVIOUS YEARS.

	Hhds.	Trees.	Brls.	Bags.
1890 .....	13,608	199	3,192	137,813
1891 .....	.....	64	1,083	222,204
1892 .....	5,507	464	3,500	276,735
1893 .....	3,290	279	.....	240,276
1894 .....	7,994	645	13,182	353,039

## IMPORTS OF MOLASSES, 1895.

IMPORTERS.	Puns.	Trces.	Brls.
G. P. Mitchell & Sons.....	3,845	331	747
Geo. E. Boak & Co.....	1,446	111	183
A. G. Jones & Co.....	918	20	150
Musgrave & Co.....	738	.....	.....
Jno. Taylor & Co.....	657	111	63
Jas. Fraser.....	646	56	79
H. R. Silver.....	559	.....	.....
Walter Mitchell.....	469	39	22
Jno. Tobin & Co.....	441	60	90
Levi Hart & Son.....	361	57	31
R. I. Hart.....	209	15	415
Jas. Butler & Co.....	115	.....	.....
Sundries.....	726	20	110
<b>Totals.....</b>	<b>11,130</b>	<b>823</b>	<b>1,890</b>
IMPORTED FROM			
Porto Rico.....	6,027	316	372
Windward Islands.....	4,239	507	1,890
Demerara.....	870	.....	.....
<b>Totals.....</b>	<b>11,130</b>	<b>823</b>	<b>1,890</b>
IMPORTS FOR PREVIOUS YEARS.			
	Puns.	Trces.	Brls.
1890.....	12,765	839	1,828
1891.....	12,893	1,498	1,066
1892.....	9,700	773	1,772
1893.....	9,092	812	1,212
1894.....	7,978	701	2,096

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## CUSTOMS RECEIPTS.

Comparative statement of Customs, Sick Mariners' Fund, Signal Station and other Revenue Collections for the Years ending December 31st, 1894-95:

	CUSTOMS.	
	1894.	1895.
January.....	\$46,181 87	\$46,583 32
February.....	68,592 83	93,155 69
March.....	77,651 35	82,356 05
April.....	81,730 72	68,558 61
May.....	70,894 50	75,140 56
June.....	56,757 81	65,655 53
July.....	58,273 68	68,138 68
August.....	68,494 63	87,055 98
September.....	75,307 71	80,056 36
October.....	65,913 74	77,363 13
November.....	61,819 40	98,680 73
December.....	69,874 11	80,490 03
Total.....	\$800,492 35	\$893,234 65
Increase.....		92,742 30

	SICK MARINERS' FUND.	
	2394.	1895.
January.....	\$ 1,388 12	\$ 1,145 24
February.....	1,065 70	1,194 24
March.....	669 58	588 59
April.....	1,204 92	843 70
May.....	694 10	472 74
June.....	470 98	194 46
July.....	257 82	228 12
August.....	283 86	163 52
September.....	233 72	194 58
October.....	290 12	141 18
November.....	238 42	393 72
December.....	95 64	289 58
Total.....	\$ 6,922 96	\$ 5,829 54
Decrease.....		6,093 44

## SIGNAL STATION.

	1894.	1895.
January.....	\$ 64 00	\$ 58 00
February.....	58 00	59 00
March.....	47 00	39 00
April.....	68 00	62 00
May.....	72 00	67 00
June.....	94 00	77 00
July.....	86 00	85 00
August.....	82 00	75 00
September.....	95 00	97 00
October.....	123 00	89 00
November.....	92 00	95 00
December.....	70 00	72 00
Total.....	\$ 963 00	\$ 867 00
Decrease.....		96 00

## OTHER REVENUE COLLECTIONS.

	1894.	1895.
January.....	\$ 649 03	\$ 361 59
February.....	428 92	370 79
March.....	390 40	839 04
April.....	403 82	264 22
May.....	6 86	138 88
June.....	39 70	433 92
July.....	541 24	412 00
August.....	254 13	351 48
September.....	103 42	90 60
October.....	195 14	185 96
November.....	163 71	9 40
December.....	24 72	20 78
Total.....	\$ 3,200 00	\$ 3,478 57
Increase.....		277 58

## RECAPITULATION.

Customs.....	\$800,492 35	\$893,234 65
Sick Mariner's Fund.....	6,922 98	5,829 54
Signal Station.....	963 00	857 00
Other Revenues.....	3,200 00	3,478 57
Total.....	\$811,579 32	\$903,409 76
Increase.....		91,830 44



