

268

525.

A-14.

*J. S. [unclear]*



FIFTH ANNUAL REPORT OF THE

# BOARD OF TRADE

PORT ARTHUR, ONT.

1890-1891.



FIFTH ANNUAL REPORT  
OF THE  
BOARD OF TRADE  
OF THE  
TOWN OF  
PORT ARTHUR

---

ADOPTED AT THE  
*ANNUAL MEETING, HELD 20th JANUARY, 1891.*

---

THE HERALD  
PORT ARTHUR, ONTARIO.  
1891.

# OFFICERS

1891.

GEO. T. MARKS,  
President;

AARON SQUIER,  
Vice-President;

J. J. O'CONNOR,  
Secretary.

## COUNCIL.

W. J. BAWLF

GEO. W. BROWN

D. F. BURK

JAMES CONMEE

F. K. GIBBS

W. J. INGLIS

F. JONES

GEO. H. MACDONELL

S. W. RAY

J. F. RUTTAN

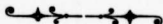
R. VIGARS

LOUIS WALSH

# BOARD OF TRADE

—OF THE—

*TOWN OF PORT ARTHUR.*



PRESIDENT'S ADDRESS:



TO THE MEMBERS OF THE BOARD OF TRADE OF THE TOWN OF  
PORT ARTHUR.

GENTLEMEN:—

I have the honor of presenting this the Fifth Annual Report of the President of your Board for your consideration, and I will endeavor to lay before you the principal matters which have engaged your attention during eighteen hundred and ninety. The past year has been an eventful one to Port Arthur and surrounding district. The most important enterprise has been the successful floating of The Port Arthur, Duluth & Western Railway. This railway experienced the usual hardships and set-backs of a new undertaking of this kind, but it is now strong, not only financially, but is in the hands of capable men, and the immense country lying to the southwest will soon be opened, and its resources utilized to their fullest extent. The track has been laid to Whitefish Lake, a distance of fifty miles and by September next the road will be fully completed and equipped to the United States boundary, a distance of eighty-six miles. This railway passes through the rich silver districts of

the Rabbit Mountain, past the famous Beaver and Badger mines, and through the Silver Mountain group of mines, into the valley of the Whitefish, famed not only for its mines, but its resources in timber and agricultural possibilities, then on through rich silver and iron lands to the American boundary at Gunflint Lake. Within four miles of the boundary, on the Minnesota side of the line, are a number of iron mines. These have been consolidated into one large Iron Company, which company has contracted with the railway to ship not less than one hundred thousand tons of ore the first year after it reaches the mines, and to give it the freighting of their entire output for fifteen years. It would seem to be beyond doubt that this road has a bright future before it, and will be of great value to Port Arthur and the territory through which it passes. Already several towns have grown up on its line.

#### DUTY ON FLOUR.

Your Board took an active interest in the discriminating duty on flour as compared with wheat, and by their exertions did much to have the discrimination removed, and justice done to the millers.

#### FIRE INSURANCE RATES.

Your Board, being convinced that the town of Port Arthur was not rated by the underwriters as favorably as it should be, took the matter up vigorously, and appointed a committee to wait on the Board of Underwriters at Toronto, to advocate the views of this board. Your committee met with most flattering success in having the rating of the town raised. Rates of insurance were in consequence lowered one-half per cent., and over two thousand dollars per annum saved, a result which the Board may view with just pride.

#### DUTY ON MINING MACHINERY.

After two years of constant endeavor, your Board has the satisfaction of knowing that no small portion of the credit is due to them, for having mining machinery, not manufactured in Canada, placed on the free list. This was only accomplished after continued pressure and full representations had been made to the government, and the concession is of material assistance to our mining interests.

#### HUNTERS ISLAND.

Your Board petitioned the Ontario Government, asking that the lands on Hunters Island, which had been withdrawn from sale, be again put on the market. The petition being granted, a large and valuable area was thus thrown open to the miner and explorer.

### THE MINING LAWS.

It seems probable that some change in the Mining Laws of the Ontario Government will be made this session of parliament. The board should carefully watch any legislation with reference to them, and make such representations to the Government as may be deemed necessary in the public interest, and also that the miners' interests may in no way be prejudiced.

### THE FISHERIES.

The fisheries have had a successful year, and are steadily growing in importance. There are at present seven steam tugs and a large fleet of sail vessels engaged exclusively in the trade, and a livelihood is provided for over five hundred people, and notwithstanding hostile American legislation, this industry will expand in the future, in as great ratio as it has in the past few years. The fishermen are greatly in need of a freezing house, so that their fish could be kept for favorable markets. I would earnestly request the board to gather the necessary information regarding fish freezers, and to devise some means whereby this much needed accommodation can be supplied to them.

### THE ST. LAWRENCE CANALS.

Your Board has persistently pressed on the government, the urgent necessity of proceeding rapidly with the enlargement of the St. Lawrence Canals, and have been aided by other Boards of Trade. Their completion is now assured. The work has progressed this year, not so rapidly however, as its importance demanded. Our lake shipping has not kept up with the times. The capacity of the Canadian lake marine, is, on the average, small, and no improvement, such as should take place can be looked for, until vessels at least as large as the full capacity of the Welland Canal, can reach the head of ocean navigation at Montreal. The farmers of Manitoba will not enjoy the minimum freight rate, until these canals are improved. This is a matter in which every individual has an interest. It is of much more concern to the general public than to the vessel owner, (largely as he is no doubt interested in it), as rates to a very great extent will always be ruled by the capacity of the vessel employed. On their completion, when a steamer can deliver two thousand tons of freight, from the head of lake navigation at tide water, without breaking bulk, an era of low freights will ensue, the benefits of which will be felt by the entire people of Canada. These low freights will also be beneficial to vessel owners, by attracting business from American sources, and we can then confidently expect to see our idle shipyards resume work, with their old time vigor, and Canada take her place as the carrying nation of the great lakes. Every effort

should be made to press the early completion of these canals on the Government.

### THE MANITOBA AND NORTHWEST TERRITORIES' CROP.

The grain crops of Manitoba and the Northwest Territories have, during the last season, attracted the usual absorbing interest. They matured in abundance, but after harvest unprecedentedly wet weather set in, and it was feared the magnificent crop would be destroyed. This was happily averted, and while the sample is not as good as usual, it has still turned out to be a good yield. It is estimated that from eight to ten million dollars will be paid for wheat alone, and eighteen ninety has been a very prosperous year for Manitoba and the Northwest Territories. The railways are taxed to carry out the surplus for export. The circulation of money, caused by the carrying of such an immense quantity of produce past our doors, must materially assist this district.

### LAKE SUPERIOR TRADE.

The trade of Lake Superior has increased enormously during the last year, as shown by the following comparative statement of tonnage passing through the Sault Ste. Marie Canal:—

1889.		1890.	
West bound...	1,963,381 tons	West bound..	2,612,375 tons
East bound...	5,552,641 "	East bound..	6,428,838 "

It will be seen that the increase for 1890 over 1889, is about twenty per cent., and there is every reason to expect this ratio of trade development to continue. This showing of the Sault Canal for 223 days, is confidently expected to surpass the trade done by the Suez Canal during the whole year. The present canal is inadequate to the trade, and many serious delays have occurred during the past season, notably owing to a break in the canal in August, when several hundred craft were delayed, and the immense commerce depending on the canal was disastrously affected for weeks after it was repaired. It is highly important that the Canadian Sault Canal should be completed as soon as possible, so that the severe losses incurred by the delays at the present overtaxed one, may be avoided.

### THE IRON TRADE.

Shipments of ore from the Lake Superior iron mines of the South Shore, for 1890, surpass all previous records, and foot up the enormous total of 8,155,324 gross tons.

### THE ATTIKOKAN IRON RANGE.

This range attracted wide attention this year, more than ever before. Exploring was extensively done, and large tracts



of valuable iron lands taken up. It was visited during the past summer by many eminent geologists, practical miners and experts. The reports have been wholly favorable, and it is admitted that it is the best iron field ever presented in the Lake Superior country, and only awaits capital to make it one of the greatest industries Canada has yet been favored with. There are grounds for hope that this range will not be without railway facilities very long. The Ontario & Rainy River Railway Company have taken it up with earnestness, and are now locating their line. Another company, the Atikokan Iron Range Railway Company, are surveying their line from a point on the Canadian Pacific Railway to the iron, and the great Canadian Pacific Railway Company have made a survey from their main line to the range, and found an easy route. With all the energy now being expended with the sole object of opening up this country, it seems certain of accomplishment in the near future, and trade revived as it surely will be by this development. The mining and shipping of iron ore, important as it is, by no means covers the advantages we have every reason to expect as it would seem beyond doubt that our most natural industries are

#### BLAST FURNACES AND ROLLING MILLS.

Chicago has proved equal to the task of competing with Pittsburg and other centres, supposed to hold supremacy as iron markets, owing to their proximity to the coal fields, and our position is such that we can lay down by water, coal or coke and limestone as cheaply as at Chicago, and iron ore one dollar and twenty-five cents per ton cheaper. An estimate of cost of producing iron here by an eminent engineer, Mr James P. Withrow of Pittsburg, in accordance with the prices of the different ingredients, is eleven 50-100 dollars per ton. As for a market for iron in Canada, the government returns show that in 1888, 21,799 tons of pig iron were produced in Canada, and 68,333 tons imported, and as none was exported the quantity consumed was about 90,132 tons valued at \$1,153,840. The total importation of iron and steel and manufactures thereof was \$11,776,528, representing a consumption of about 400,000 tons of pig iron. This immense consumption as compared with the output of less than twenty-two thousand tons, leaves a wide margin for iron enterprises. The desire of the Dominion Government to foster this industry is evident. The duty on pig iron is four dollars per ton, and for a period of five years, beginning with 1892, a bonus of two dollars per ton will be paid by it. With such government assistance, and our own natural advantages, the establishment of blast furnaces and rolling mills must soon be a certainty. Port Arthur is to be commended for its liberal offer of a twenty five thousand dollar bonus for

a fifty ton furnace. and no doubt if a larger plant were offered the bonus would be increased.

#### THE SILVER MINES.

The product of silver for 1890 was a trifle over four hundred thousand dollars. Development work has been pushed with vigor, and more ground is opened up in the various working mines than ever before, so that constant employment for the stamp mills is assured for some time to come.

#### OUR FINANCES.

As will be seen by the Secretary's report, your finances have been carefully looked after and the estimated income of the Board realized.

I must thank you, gentlemen, for the uniform courtesy extended to me during my five years' services as President and Vice-President of your Board, and can assure you I fully appreciate the confidence so freely reposed in me, and also your active and hearty co-operation in all matters for the good of the Board and the District it serves. Bespeaking for my successor the same courtesy and assistance,

I have the honor to be, gentlemen,

Your obedient servant,

GEO. A. GRAHAM,

*President.*



