

Eighteenth
Annual Report
OF THE
Winnipeg
Board of Trade

WITH THE
Reports of Council, Treasurer, Com-
mittees, Statistics, Etc.

Adopted at the Annual Meeting, held February 2nd,
1897.

Issued by Authority of the Board.

W. J. J.

WINNIPEG:
THE STOVEL CO., PRINTERS,
1897.

Hon
A. J
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Jos.
C. J
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J. E
Geo

D. V
A. M

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John

Bert
J. E

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Winnipeg Board of Trade.

OFFICERS AND COUNCIL.

PAST PRESIDENTS.

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

COUNCIL FOR 1897.

D. W. Bole, <i>President.</i>	Andrew Strang, <i>Treasurer.</i>
A. M. Nanton, <i>Vice-President.</i>	Chas. N. Bell, <i>Secretary.</i>

F. H. Mathewson, D. E. Sprague, R. H. Agur, J. Galt, J. A. Mitchell,
F. W. Thompson, J. H. Ashdown, T. A. Anderson, Jno. Russell, A. C.
Archibald, D. K. Elliott, E. L. Drewry, M. Bull, W. R. Baker, D. S.
Johnston, J. Y. Griffin.

BOARD OF ARBITRATORS.

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

STANDING COMMITTEES.

1896-1897.

BOARD OF GRAIN EXAMINERS.

S. A. McGaw, *Chairman.*

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

BOARD OF FLOUR AND MEAL EXAMINERS.

S. Nairn, *Chairman.*

R. Muir. S. Spink. F. W. Thompson. C. H. Steele.

BOARD OF HIDE AND LEATHER EXAMINERS.

E. F. Hutchings, *Chairman.*

P. Gallagher. H. Leadley. A. Carruthers. F. W. Reimer.

GENERAL GRAIN COMMITTEE.

S. Spink, *Chairman.*

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

1897.

LIST OF MEMBERS.

AGRICULTURAL IMPLEMENTS AND CARRIAGES.

NAME.	FIRM.	BUSINESS.
Agur, R. H.	Massey-Harris Co	Agricultural Implements.
Hutchinson, H. W. F.	A. Fairchild & Co.	Carrriages, &c.
McBride, T. J.	Massey-Harris Co	Agricultural Implements.
Maw, Jos	Jos. Maw & Co.	Carrriages, etc.
Mott, E. A.	The Cockshutt Plow Co.	Manager.

BANKERS.

Alloway, W. F.	Alloway & Champion	Bankers.
Champion, H. T.	Alloway & Champion	Bankers.
Hoar, C. S.	Imperial Bank	Manager.
Kirkland, A.	Bank of Montreal	"
Law, A. W.		Banker, etc.
Mathewson, F. H.	Canadian Bank of Com.	Manager.
Monk, J. B.	Bank of Ottawa	Manager.
Pambrum, W. H.	Banque d'Hochelega	Manager.
Patton, F. L.	Union Bank of Canada	"
Phepoe, T. B.	Molsons Bank	"
Simpson, D.	Bank Br. Nor. America	Manager.
Wickson, A.	Merchants Bank of Can.	Manager.
Wilson, Benj	Bank of Hamilton	"

BOOTS AND SHOES AND RUBBER GOODS.

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

BREWERS, ETC.

Blackwood, Wm.	Blackwood Bros	Brewers & Aerated Waters.
Drewry, E. L.	Redwood Brewery	Brewers and Aerated Waters

CATTLE AND PRODUCE.

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

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Harr
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Jame
Maul
Nant
Russ
Webb

CHINA AND GLASSWARE.

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

COMMISSION.

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

CONTRACTORS.

Brydon, Wm Contractor.
 Girvin, Jno Contractor.
 Róss, I. M. Contractor.

DOORS AND SASH.

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

DRY GOODS, CLOTHING, ETC.

Banfield, A. F. House furnishings.
 Bethune, A. B. . . . J. W. Peck & Co. Wholesale Clothing.
 Cornell, S. W. . . . Cornell, Spera & Co. Whol. D. G. and Smallwares
 Elliott, D. K. . . . R. J. Whitla & Co. Wholesale Dry Goods.
 Fraser, D. D. Fraser & Co. Wholesale Clothing.
 Holiday, J. McL. Wholesale Fancy Goods, &
 Redmond, E. J. . . . Redmond, Greenlees & Co. Whol. Hats and Caps.
 Robinson, Jerry. . . Robinson & Co. Dry Goods.
 Stobart, F. W. . . . Stobart, Sons & Co. Wholesale Dry Goods.
 Whitla, R. J. . . . R. J. Whitla & Co. Wholesale Dry Goods.

DRUGS.

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

FINANCIAL AND REAL ESTATE.

Aikins, J. S. Aikins & Pepler Fin. Agents and Real Estate
 Bannerman, A. J. Fin'l Agent and Real Estate
 Brock, J. H. . . . Carruthers & Brock . . . Fin'l Agents and Insurance.
 Campbell, G. H. Financial Agent.
 Carruthers, G. F. . . Carruthers & Brock Fin'l Agents and Insurance.
 Crotty, H. S. . . . Crotty & Cross Fin. and Real Estate.
 Fisher, W. M. . . . West Can. Loan & S. Co. Manager.
 Harris, G. F. R. . . . Can. Loan & Per. S. Co. Manager.
 Hespeler, Wm. . . . Man. Loan Co. Manager.
 Jameson, R. W. Fin. Agent.
 Maulson, G. J. . . . Lon. Can. Loan & A. Co. Manager.
 Nanton, A. M. . . . Osler, Hammond & Nanton Financial Agents, etc.
 Russell, Jno. Household Loan Co Local Manager.
 Webb, T. Harry . . . The Manitoba Trusts Co. Secretary.

FIRE AND LIFE INSURANCE.

Archibald, A. C.	Scottish Union Ins. Co.	General Agent.
Gilroy, Thos.	Sun Life Assurance Co.	Manager.
Holland, F. J.	The Mercantile Ins. Co.	General Agent.
Kirby, W. T.	Kirby & Colgate	Fire Insurance, etc.
Lambert, H. M.	Atlas & Guardian Ins. Co.	Local Manager.
Morgan, J. G.	New York Life Co.	General Agent.
Nixon, F. J.	Commerc'l Union As. Co.	Branch Manager.
Riley, R. T.	Canadian Fire Ins. Co.	Manager.
Scrimmes, W. W.	Hartford Fire Ins. Co.	Superintendent.
Waugh, J. C.	Commerc'l Union As. Co.	Branch Manager.

WHOLESALE FRUITS, ETC.

Rublee, M. W.	W. M. Rublee & Co.	Wholesale Fruits, etc.
Scott, R. R.	Macpherson Fruit Co.	Wholesale Fruits.

GRAIN AND MILLING.

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

WHOLESALE GROCERIES AND LIQUORS.

Campbell, R. J.	Sutherland & Campbell	Wholesale Grocers.
Galt, G. F.	G. F. & J. Galt	Wholesale Grocers.
Galt, Jno.	" " " "	" " " "
Georgeson, Wm.	Thompson, Codville & Co.	" " " "
Macdonald, Alex.	A. Macdonald & Co.	Whl. Grocer and Provisions.
Mackenzie, K.	K. MacKenzie & Co.	Wholesale Grocers.
Richard, J. A.	Richard & Co.	Whol. Liquors and Cigars.
Scott, A. E.	Lang Manufacturing Co.	Whol. Biscuits and Confec'y
Strang, Andrew.	Strang & Co.	Wholesale Liquors, etc.
Thompson, W. J.	Thompson, Codville & Co.	Wholesale Grocers.
Turner, J. L.	Turner, Mackeand & Co.	Wholesale Grocers.

HIDES AND WOOL.

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

LUMBER AND FUEL.

Adams, D. E. Dominion Coal Co Manager,
Arbuthnot, John Lumber.
Brown, Alex. Brown & Rutherford Planing Mills, etc.
Manning, R. F. Western Coal Co Manager.
Robinson, T. D. T. D. Robinson & Co Fuel and Lumber.
Robinson, Capt. W. Whol. Fish and Lumber.
Sprague, D. E. Lumber Mills.

MANUFACTURERS.

Bull, M. Royal Soap Co Manager.
Chambers, J. H. Paulin & Co Mfrs. Biscuits and Confec'ry,
Leslie, Jno Leslie Bros Furniture.
McKechnie, Jno. Vulcan Iron Co Superintendent.
Rutherford, W. T. W. S. Rutherford & Co. Cigar Manufacturer.
Stovel, H. C. Toronto Type Foundry Manager.
Dyson, D. J. The Dyson, Gibson Co Mfrs. Spices, &c.
Erb, Geo. W. Waterous Eng. Co Manager.
Hutchings, E. F. Wholesale Harness, &c.

MISCELLANEOUS.

Bertrand, S. A. D. Official Assignee.
Bissett, E. W. Water Works Co. Manager.
Cameron, H. N. W. Electric Co. Secretary-Treasurer.
Chipman, C. C. Hudson's Bay Co Commissioner.
Dingwall, D. R. Watches and Jewellery.
Harris, J. W. Assessment Commissioner.
McLean, J. J. H. J. L. Meikle & Co. Music Dealers.
Ruttan, H. N. City Engineer.
Scroggie, Jas R. G. Dun & Co. General Manager.
Sprado, F. W. "The Manitoba" Manager.

PAINTS AND OILS.

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

PRINTERS AND PUBLISHERS.

Buchanan, D. W. "The Commercial" Editor.
Richardson, R. L. "The Tribune" Managing Editor.
Steen, Jas. E. "The Commercial" Publisher.
Somerset, J. B. Man. Daily Free Press Business Manager.
White, H. S. "The Colonist" Publisher.

RAILWAY AND TELEGRAPH.

Baker, W. R. Manitoba & N. W. Ry. .General Manager.
 Dwight, L. W. G.N.W. Telegraph Co... Superintendent.
 Kerr, Robt Can. Pacific Ry. Co. Traffic Manager.
 Swinford, H. Nor. Pac. Ry. Co General Agent.
 Whyte, Wm. Can. Pac. Ry. Co General Superintendent.

STATIONERY.

Bulman, Thos Bulman Bros Lithographers, etc.
 Richardson, R. D. R. D. Richardson & Co. Stationer and Publisher.
 Richardson, C. S. Richardson St'y & Pub. Co Manager.
 O'Loughlin, J. M. Consolidated Stat'y Co. President.

STOVES AND HARDWARE.

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



President's Address.

Gentlemen :—

In retiring from the office with which you honored me a year ago, I shall follow the example of my predecessors, and make some brief references to matters of interest to you and others engaged in business.

I will first refer briefly to some of the matters contained in the report of the Council, which is now in your hands.

COMMERCIAL AGENTS IN NORTHERN EUROPE.

Last April the Board was instrumental in having submitted to the Government at Ottawa memorials from nearly all the Boards of Trade in Canada, urging upon their attention the desirability of having Commercial Agents appointed to represent Canada in the various countries of Northern Europe.

It was pointed out that one of the leading duties of such agents should be to furnish intelligent information regarding the resources of Canada to those about to emigrate, and it was also shown that such an arrangement would be a valuable power in advancing the trade interest of the Dominion.

From information recently received from the Minister of the Interior, I have reason to believe that the suggestions embodied in the memorial will have the best consideration of the Government.

CIVIC MATTERS.

The individual members of this Board, in their various capacities, represent a very large proportion of the assessed value of the property in this city, and they have, on more than one occasion during the past year given expression to their views on the importance of having the streets improved.

The Board is on record as having urged the City Council to proceed, at as early a date as possible, to have the streets paved on a broad and comprehensive scale, and it is to be hoped that something will be done in this important matter during the coming season.

If Winnipeg is to be classed as a modern and progressive city, and maintain its reputation as a healthy place to reside in, it must have good streets and a good waterworks and sewerage system.

Some change should also be made in the present method of managing its affairs, a change which would provide for the appointment of an executive, who should be paid a reasonable sum for their services.

If this were done, and the Council was relieved of the mass of detail work which they now have to deal with, there would be less difficulty in inducing our best citizens to serve on it.

In view of the important problems facing this city, I think the members of the Board should watch the course of civic affairs very closely.

CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

The Board was invited to send delegates to the Congress of Chambers of Commerce of the Empire, which took place in

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London last June, and had the good fortune to be represented at it by Sir Donald A. Smith, Mr. Stephen Nairn and the Hon. T. M. Daly.

This Board is greatly indebted to its delegates for the able manner in which they looked after its interests and pressed its views, as set forth in the resolutions passed for their guidance.

The reports of the delegates will be found printed in full in the Council's report and I commend them to you for your careful perusal.

ST. ANDREW'S RAPIDS.

Advantage was taken of the visit of the Hon. the Minister of Public Works to this city last October, to interview him with respect to the improvements in the navigation of the Red River at St. Andrew's Rapids, which have been urged so persistently by this Board for many years past, and while the Minister could not, of course, pledge the Government to undertake the work, from statements made by him, and by the Chief Engineer of his Department, whom he sent for, there are good reasons for hoping that at the coming session of Parliament an appropriation will be made for this work which, if completed, will not only be an important factor in developing the trade of this city, but will also prove of great benefit to the people residing in the valley of the Red River.

THE GRAIN STANDARDS.

This Board took strong grounds against the recent proposal to again change the grain standards classification, especially in the middle of the grain season, and even went so far

as to decline to appoint any of its members on the Grain Standards Board, which met here last October.

I am of opinion that the Standards Board, as at present constituted, is altogether too cumbersome and it is responsible for the continual agitation for change which takes place, and which affects detrimentally both producer and dealer.

As our grain comes into competition with that graded at Duluth, our grades should be kept as close as possible to theirs.

The standard samples should be made permanent and graded up to by the grain inspectors, who are Government officials and qualified experts.

The Council has recommended the Department of Inland Revenue to appoint a commission to enquire into the whole grain inspection system, and their suggestion has been endorsed by the Grain Standards Board, but, so far, no action appears to have been taken by the Department in this connection.

The views of this Board on the subject of grain grades are too well-known to require any further remarks from me, beyond expressing the hope that they will ultimately prevail, and that the present system of selecting the standard samples will be abolished.

POSTAGE RATES.

During the past year your Board inaugurated a movement by which petitions from almost every place of any business importance in Canada were sent to the Government at Ottawa, asking for a reduction in the rate of postage to two cents, but I regret to say that the Postmaster-General has

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recently expressed his inability to grant any concessions at the present time.

If the demands of the business men of Canada in this respect were granted, it would not be unreasonable to expect that any temporary loss of revenue which might ensue on account of the reduction asked for, would in course of time be made up through the increased use which would be made of the mails.

When we hear the statement made that the Postmaster-General's Department will show a deficit this year of over \$800,000, and it is almost simultaneously announced that on one day recently the output of a certain publication in the East filled 1800 mail sacks, capable of holding four bushels each, and making bulk enough to fill five box cars ordinarily used for grain, all of which were delivered free of postage, it strikes the average business man that our postal arrangements might well be readjusted.

It seems to me that Canada occupies a somewhat anomalous position, when her postal service can be made use of by the people of the United States to deliver their letters all over this vast country for two cents, and her own people are charged one-half more for the same service; and it is certainly a reflection upon our postal system when Canadian letters are taken across the line and mailed in the United States in order to save postage.

I trust that before long we may see a "penny postage system" adopted throughout the British Empire, and as the reduction recently asked for would be a step in that direction, I hope the new Council will continue to press the matter upon the notice of the Government.

BUSINESS MEN'S CONVENTION.

This Board has taken upon itself the responsibility of calling a convention of Business Men of the West, which will meet in this city on the 4th of February, when matters affecting our common interests will be dealt with.

The Secretary, in the first place, sent out 600 enquiries to business men residing in the West, with a view to getting an expression of opinion from them as to how the holding of such a convention would be regarded, and as the answers were unanimously in favor of it, over one thousand invitations have been extended by the Board, and there is every reason to believe that a large number will be present.

I hope the members will do all they can to make the convention a success in every way.

At the request of the Rochester Chamber of Commerce, the Council adopted a resolution in favor of international arbitration.

In conjunction with others, this Board took steps to prevent the passage in the House of Commons of a Bill to reduce the legal rate of interest from 6 per cent. to 4 per cent. ; the Bill was subsequently withdrawn.

The Board took strong grounds in opposing the granting of a charter to the Hudson's Bay Canal and Navigation Company, which provided for extensive privileges to a private concern, and thanks to the efforts of the late member for Winnipeg, the Bill never passed the Committee of the House of Commons.

At the request of the Minister of Trade and Commerce, the Council forwarded their views on the subject of the extension of Canada's trade.

These are some of the more important matters which occupied the attention of the Council during the past year, and I will not take up your time by making any further references to the report of the Council.

STATE OF TRADE.

The past year has been one of great anxiety and uncertainty to business men.

It was during the closing days of 1895 that the President of the United States startled the civilized world by his message on the Venezuela question. This was followed, as you will remember, by one of the most disastrous financial panics of the century.

Capital took alarm, large quantities of securities were thrown upon the markets, business became demoralized generally, and the drain upon the United States Treasury resulted in a reduction of its gold reserve to below \$60,000,000.

Confidence had nearly been restored when the convention of the Democratic party pronounced in favor of the free coinage of silver, and from that time until the 3rd of November the whole country was kept in a condition of turmoil and unrest, with the result that 1896 will long be remembered as one of the worst years for business that the people of the United States have ever seen.

Happily, the result of the Presidential election favored the party pledged for honest money and sound Government, and the danger of the country falling into the hands of the elements represented by the defeated candidate has been averted for the present.

I refer to these matters because the trade and social relations existing between this country and the United States are so intimate that prosperity, or the reverse, there, is reflected to a greater or less degree in Canada.

In Canada we have gone through a general election, and have witnessed the first change in the Federal Government which has taken place in eighteen years, and, as is always the case under such circumstances, this has had an unsettling affect upon business, and especially in such lines as would be affected by tariff changes, and until our tariff and that of the United States are finally settled, business will be subject to those disquieting influences which usually precede possible changes.

Business generally throughout the Dominion has not been good. The number of failures for 1896 was 2,118, with \$17,169,000 liabilities, as compared with 1891 failures, and \$15,802,000 liabilities for the previous year.

In the distributing branches of trade the turnover has fallen off, losses have been numerous, and the margin of profits materially curtailed, with the result that probably as much money has been lost as made during the past year.

Turning to our own Province, we find a totally different condition of things. Our business men as a rule have had a very satisfactory year's trade; their turnover has increased; payments have been exceptionally good, losses have been light, and, with few exceptions, I believe their balance sheets will show encouraging additions to capital account.

Fifty-two failures occurred in the Northwest in 1896, but it is interesting to note that 38 of these were not rated by R. G. Dun & Co., and the remaining fourteen (with one

exception) were rated worth from \$1,000 to \$3,000, which shows that the trade anticipated them, and in any case those who failed were men whose responsibility was most limited.

During the past few years many weak traders in the country have been weeded out ; credits are now granted with greater care ; buying is done more prudently than formerly, and an encouraging feature of the situation is the increasing number of dealers in the West, who are in a position to avail themselves of cash discounts.

Country stocks are not heavy for this season of the year, and merchants as a rule have materially reduced their liabilities.

In my opinion the trade of this Province is at present in a sounder and more healthy condition than for many years past. The percentage of the business of the whole Northwest done at Winnipeg is steadily increasing, and this place is yearly growing in importance as a distributing point.

In this last connection I would suggest for the consideration of the incoming Council some scheme by which the figures representing the wholesale trade of the city may be collocated and published with the annual report.

AGRICULTURE.

The satisfactory trade conditions just referred to are, of course, traceable to the increased prosperity enjoyed by our farmers during the past two years.

The crop of 1895 was the heaviest ever gathered in the Northwest, and farmers were marketing grain up to the 1st of September, a condition of things never known before with us. This year the wheat yield was only an average one, but

the cost of harvesting was light, the quality of the wheat was excellent, and the price realized very satisfactory, the net result to the farmers in many cases being that they realized a larger profit from it than they obtained a year ago:

The progress made by our farmers during the past few years is most encouraging, and their improved condition is, no doubt, largely due to the increase of dairy products and live stock. The Provincial Government reported last month the following statistics respecting the latter :—

Horses	95,140
Cattle	210,507
Sheep	33,812
Pigs	72,562

which show a satisfactory increase over last year.

This province is now producing annually about 2,245,000 pounds of butter and 1,000,000 pounds of cheese, and although, so far, our productions in these lines are small when compared with what the rest of Canada is doing, for \$15,000,000 was realized last year from cheese alone, still every year there is growing evidence that these industries are rapidly increasing, and I believe that the Northwest is destined in the near future to become a great producer of cattle and dairy products.

I think that much credit is due to the Provincial Government for the way in which they have aided and encouraged these industries, not only by financial assistance in establishing creameries and cheese factories, but by their commendable action in opening up Dairy Schools, where farmers and others can receive intelligent instruction in the art of butter and cheese making.

In this connection it is satisfactory to learn that so many of the wives and daughters of our farmers are availing themselves of the opportunities afforded by these Dairy Schools.

There was a falling off in cattle shipments from the Northwest this year when compared with 1895.

Owing to the wet season the condition of the stock was not satisfactory, and besides this, the prices ruling for cattle in the markets of Great Britain were not such as to encourage heavy shipments, for choice Canadian cattle sold in London last July as low as 8c., which is 3c. lower than the lowest point reached last year.

It is of interest to note that the Northwest continues to contribute a good share of the total quantity exported, for out of 100,360 head of cattle shipped from the port of Montreal last season, 27,057 were handled by a firm that operates from Winnipeg, the partners in which are members of this Board.

When we consider for one moment that the 25,000 farmers of Manitoba have realized over \$20,000,000 as a result of their industry during the past two years, I think it must be admitted that there is much in the situation to make us feel encouraged.

DEPARTMENT OF TRADE AND COMMERCE STATISTICS.

I desire to call the attention of this Board to the misleading figures published in the official returns of the Department of Trade and Commerce respecting this Province, especially as regards our exports of agricultural products.

During 1896 there was shipped for direct export to Great Britain, from Fort William, of Manitoba wheat :—

Via Buffalo and New York	4,535,000 bushels
Via Montreal	1,622,000 bushels
Total	6,157,000 bushels

And, if the usual practice is followed, the Province of Ontario will get credit for it.

Last year the quantity was very much greater, and the returns show that we exported 1,305,701 bushels, which is about the quantity shipped from Emerson.

We also got credit last year for having exported 35 head of cattle, whereas the Province and Territories exported to Great Britain direct about 40,000 head.

I recommend the new Council to take this matter up with the Department.

BANKING.

The banks of Canada have been more than usually cautious in conducting their affairs during the past year, at the same time borrowers who were entitled to credit have had no difficulty in obtaining it.

The total loans of the banks are now \$11,00,000 more than they were a year ago, and amount to \$241,000,000.

The total deposits, including those in Savings and Loan Companies, are \$286,000,000, an increase of nearly \$10,000,000 in a year, which shows that notwithstanding adverse conditions in some parts of the country, a considerable sum has been saved, and I think the total amount of money on deposit is a striking evidence of the industry and thrift of our people.

Our banking system is admirably adapted to the growing needs of a new country like the Northwest, and the facilities afforded to our business community are unsurpassed in any part of the world.

As a simple illustration of the advantages afforded by our elastic currency system, I may mention that it was estimated that the banks in this city paid out in circulation during the month of October last about \$3,500,000 in order to move the crop.

This large disbursement, necessarily involving a considerable expansion of loans, was accomplished without in the slightest degree interfering with the borrowings of those not engaged in the grain business, and the bank notes which were paid out, after performing their work of paying the farmer, the storekeeper, and the wholesale dealer, are now flowing back to our banks, where they are being redeemed each day in gold.

The branch of another eastern bank was established here in July, and there are ten banks now doing business in Winnipeg, employing 103 officials.

The total bank clearings in Canada for 1896 amounted to \$1,029,571,000, a decrease of \$13,438,000, or 1.30 per cent. when compared with the previous year.

The Winnipeg clearings show an increase of 14.80 per cent. over 1895, and 26 per cent. over 1894. The following are the figures :—

1894	\$50,540,000
1895	55,874,000
1896	64,146,000

Winnipeg now occupies the position of third city in Canada in respect to bank clearings.

THE MILLING INDUSTRY.

During the past season we have had a striking instance of the advantages derived from having large flour mills in this country.

The crop was short, and the mills, in order to secure the necessary quantity of wheat for their season's operations, were obliged to pay more for it than the ordinary buyers could afford to give, so that the demand for local grinding actually resulted in our farmers realizing several cents per bushel more for their wheat than they would have got if they had been obliged to sell it for export.

It would certainly be to the interest of our farmers if the bulk of our wheat crop could be converted into flour before it is exported.

Besides the increased price which a home milling market would bring, much indirect benefit would result from the establishment of additional mills.

The grinding capacity of our mills continues to increase, and now amounts to 11,415 barrels per day, an increase of 1,125 barrels since last year.

As all the railways in the Northwest lead into Winnipeg, it might well be taken as indicating that this city offers great advantages as a suitable place for the erection and operation of flour mills.

Our mills of late have been finding markets for their flour in places formerly unthought of.

A few years ago nobody would have dreamt that Manitoba would be shipping large quantities of flour to China, Australia and the Islands of the Pacific, but such is the case,

and indeed I am informed that one of our large concerns has recently had enquiries for our flour from Johannesburg, South Africa, and also from Calcutta.

While the bulk of the trade which has been developed is no doubt due to the failure of crops in the countries referred to, at the same time, some of it will be permanent, and at present, shipments would be much larger if more ocean tonnage was available at Vancouver.

MINING.

I desire to refer briefly to the development of the mineral wealth of the Kootenay and Western Ontario districts which is taking place at the present time.

The richness of the mineral deposits in these districts has been already conclusively proven, and it has been stated that during the past year gold and silver ore to the value of over \$5,000,000 has been got out of the Kootenay country alone.

Considerable capital has been already invested in mining schemes in these districts, and at present it looks as if large sums would be attracted there in the near future, to aid in the development of the riches that are undoubtedly to be found in these regions.

In a movement such as we are at present witnessing there is always the danger of capital being lost through investments in schemes of a doubtful character, or through ignorance of proper mining methods, and it is my humble opinion that if a few heavy losses are made in this way, it will have the effect of checking for some time to come, the flow of capital which has already begun.

There appears to be a growing tendency on the part of our own people to invest in mining schemes.

Some of the companies which have been floated recently are no doubt on a sound basis, and will prove successful, and a source of profit to those investing in them, and the personnel of the directorates of many of them is a sufficient guarantee that their affairs will be well managed.

But, on the other hand, the public are daily being asked to invest their good money in schemes of a decidedly "Wild-Cat" character, for many of these concerns have nothing more at the back of them than simply the privilege of searching for minerals within a certain area, which may or may not be there; some of them have not even that to recommend them.

It was recently announced that 336 mining companies were organized in British Columbia during 1896, with a capitalization of \$345,000,000; these figures show that there is something radically wrong in the laws governing such enterprises, for even the brilliant mining possibilities of British Columbia do not warrant any such preparations.

Parties investing in mining enterprises should investigate them closely before parting with their money, for past experiences have shown that more has been lost than made by such transactions.

ELEVATOR SYSTEM.

A number of new elevators have been erected during 1896, and the storage capacity in the Northwest (including Keewatin and Fort William) is now 14,999,300 bushels, which is an increase of over 7,000,000 bushels since 1891.

RAILWAYS.

The extension of our railway system by the building of 100 miles into the Dauphin district, during the past season, has been the means of opening up a fine country, especially well adapted to mixed farming.

The building of this line now gives the Province a total railway mileage of 1,676 miles.

I hope the Board during the coming year will press upon the Government the importance of providing aid towards the construction of a line through the Southeastern part of the Province.

Such a line, besides opening up an excellent tract of country, would bring us nearer to the source from which we obtain our supply of lumber and fuel, and besides this, if connected with a line to Duluth, would place this country 100 miles nearer to Lake Superior.

Recently the Board passed a resolution favoring the construction of a road through the Crow's Nest Pass. There appears to be a general feeling everywhere through this western country that the early construction of this road is an urgent necessity in order that the growing trade of the Kootenay country may be developed and kept in the hands of Canadians, and it must be a satisfaction to know that recent utterances of members of the Government lead us to hope that steps will shortly be taken to have the proposed road built.

As this Northwestern country is the natural market from which the people of Kootenay will obtain their food and other supplies, the opening up of this route will be of immense advantage to our farmers and business men.

Recent remarks made by some of our public men, and newspaper articles in Government organs, would lead us to suppose that some arrangement is likely to be consummated in the near future, whereby a large block of land will be acquired by the Dominion Government from the railway companies, and thrown open for free settlement.

While such a measure would, no doubt, materially aid in attracting new settlers to the Northwest, I express the hope that the Board will use all its influence to prevent such an arrangement being carried out, or, in fact, the granting of any further Government aid to railways, until the demands of the people of the Northwest for a reduction in the present burdensome freight rates have been given the consideration to which they are entitled.

IMMIGRATION.

The Board appointed delegates to the Immigration Convention held here in February, and subsequently endorsed by resolution the movement inaugurated by the Western Canada Immigration Association.

It is of vital importance to the Dominion of Canada that the vacant lands of this great western country should be brought under cultivation; and it is to be hoped that the Dominion and Provincial Governments will succeed soon in devising some scheme which will result in turning the tide of emigrants in our direction.

Those of us who have lived in this country for some years, and have studied its conditions, can honestly say that no place offers greater advantages to the agriculturist than the Canadian Northwest.

CANADA'S NEEDS.

Last April the editor of the Toronto Globe asked me, as your President, for a concise statement of my views of "Canada's Needs." My reply, which was duly published, was as follows, and I hope that the sentiments expressed meet with your approval :—

First—Immigrants of the right kind to settle up the vacant lands in Manitoba and the Northwest Territories. Increased population in the Northwest means increased prosperity for the whole Dominion.

Second—More economy and greater simplicity in conducting Dominion, Provincial and Municipal affairs. Canada is over-governed.

Third—Curtailment of our credit system. Credit is too cheap in Canada, and most business losses are traceable to the ease with which it is obtained.

BANQUET.

I wish to remind the members that the Annual Banquet will take place this evening at the Manitoba, and I hope a large number will be present.

I think it will be admitted that in former years the Winnipeg Board of Trade has been an important factor in promoting the trade interests of this city and province, and I feel justified in stating that the year just closed has not been an exception in this respect.

During the past year the Board held six meetings and the Council sixteen, besides 66 committee meetings.

The membership has increased 53, and is now 157, fully paid up. At the last Annual Meeting a new departure was made in the mode of electing members of the Council, by which a representative of almost every branch of business represented among the membership was given a seat on the Council.

In the deliberations of the Council, this was found to be of great advantage, and I hope that the method of election adopted last year will be continued.

I desire to thank the members of the Council for their very cordial and loyal support during my term of office, and I also wish to refer to the valuable services rendered to me by your Secretary, Mr. Bell, who fills his responsible position with so much satisfaction to all.

In handing back to you the office with which you entrusted me a year ago, I beg to thank you for the honor you conferred upon me ; an honor which I need hardly say I appreciate most highly.

F. H. MATHEWSON.

Report of the Council.

Winnipeg, 2nd February, 1897.

To the Members of the Winnipeg Board of Trade.

Gentlemen :—

The Council beg to present to you their Eighteenth Annual Report. The following matters received attention during the past fiscal year.

CONGRESS OF CHAMBERS OF COMMERCE OF THE EMPIRE.

This Board was invited to send delegates to the Third Congress of the Chambers of Commerce of the Empire to be held in London, England, in June, 1896, and, in accepting the invitation, arranged to be represented by Sir Donald A. Smith, K. C. M. G., High Commissioner for Canada ; Hon. T. M. Daly and Mr. Stephen Nairn.

The Council of the London Chamber of Commerce, in inviting the Board to participate, thought that some, if not all, of the following questions might be usefully discussed by the Congress, preference being naturally given to questions of an Imperial rather than to those of a merely local character :

1. Commercial relations between the Mother Country and the Colonies and Dependencies.
2. Boards of labor conciliation and arbitration.
3. Codification of the commercial law of the Empire.
4. Bill of lading reform.
5. Commercial education.
6. The decimal system of weights, measures and currency.

7. Imperial penny postage.
8. Light dues.
9. Railways, light railways, railway communication with India and the east.
10. Intercolonial trade relations.
11. Arbitration for International disputes.
12. Imperial trademarks registration and patent law.
13. Cable communication, construction, rates, codes.
14. Steamship communication, rates, subsidies, war risks, insurance.
15. Closer connection between Governments and Chambers of Commerce by the establishment of commercial advisory or consultative councils, home and colonial.
16. Bills of exchange, uniform procedure.
17. Supply of Government publications to Chambers of Commerce and mutual interchange of our documents.
18. Parliamentary commercial parties, home and colonial.
19. Representation of the United Kingdom in Colonies, and of Colonies in the United Kingdom, to make up for want of consular officers who are only appointed to foreign countries.
20. Appointment of an Imperial Council to consider questions of Imperial interest.
21. Copyright.

A series of resolutions on several of the above subjects were adopted at a general meeting of the Board, and copies given to our delegates to guide them in the discussions that might take place at the Congress.

1. As to commercial relations between the mother country and her colonies and dependencies. Considering the means established for inter-communication between the various parts of the Empire and the great quantity of agricultural produce that can be supplied by Western Canada, it is desirable that the trade between Great Britain and her Colonies should be stimulated, extended and increased, and the

freest trade relations possible established. The advantages to be derived therefrom warranting the freest exchange of commodities within the Empire on a preferential trade basis consistent with revenue necessities.

4. As to bills of lading reform, we would favor full responsibility by all common carriers.

5. As to commercial education, we would favor any general system calculated to bring commercial affairs more into line as a branch of popular education.

6. This Board would favor a uniform decimal system of weights, measures and currency.

7. That this Board strongly favors a uniform postage rate of one penny within the Empire.

10. As to intercolonial trade relations, we would approve of the closest possible trade relations between all the different colonies and dependencies of the Empire.

11. We would strongly favor the appointment of a permanent board of arbitration for the settlement of international disputes.

16. We realize the advantage and desirability of a uniform procedure on bills of exchange throughout all the Empire.

The Board also resolved to ask our delegates to submit the following resolution, which it may here be said was proposed by Hon. T. M. Daly, in a very eloquent and impressive speech, which was enthusiastically received by the Congress :

Resolved, That this Congress views with regret the disposition, on the part of many people of influence in Great Britain, to direct the tide of surplus population leaving that country to foreign lands, thus drawing from the strength of the Empire to build up alien powers.

That this Congress looks upon such a tendency as not only wasteful of the vitality of the Empire, but altogether unnecessary, seeing that the British Colonies and Dependencies offer fields as attractive, if not more attractive, than can be

found in any foreign country, and that within the bounds of the British Empire the emigrant can find any variety of climate, and reach success in any pursuit, and yet retain all the privileges of a British subject.

"Therefore, this Congress deems it the duty of the Imperial and Colonial Governments, as well as of all patriotic citizens of the Empire, to use every means available to encourage emigration to the Colonies from the Mother Land, and to discourage, in every way possible, the directing of such emigration to foreign countries."

The following reports have been received from the Board's delegates, and will explain themselves :—

London, 10th July, 1896.

The Secretary of the Board of Trade :—

Sir :—I have the honor to transmit, for the information of the Winnipeg Board of Trade, the proceedings of the Third Congress of Chambers of Commerce of the Empire, which was held in London from the 9th to the 12th ultimo.

The most prominent subject of discussion was the commercial relations between the Mother Country and her Colonies and Dependencies, the debate lasting nearly the whole of two days. It was referred to at length by the Honorary President, the Right Hon. Joseph Chamberlain, in his speech at the opening of the Congress, a report of which appears in the proceedings.

You will see from the agenda paper the various resolutions that were placed before the meeting, largely, as you will observe, by Canadian commercial institutions.

At a preliminary meeting of the Canadian delegates, which I convened, it was very evident that there was considerable divergence of opinion upon the various resolutions. After some discussion, it was unanimously decided by those who were present, including the delegates from Toronto, that another resolution, or rather an amendment to the Toronto

resolution, based upon the resolutions of the Ottawa Conference, should be put forward as expressing the views of the Canadian delegates. Therefore, it was arranged that I should move the following :—

“Whereas, the stability and progress of the British Empire can be best assured by drawing continually closer the bonds that unite the Colonies with the Mother Country, and by the continuous growth of a practical sympathy and co-operation in all that pertains to the common welfare,

“And whereas, this co-operation and unity can in no way be more effectually promoted than by the cultivation and extension of the mutual and profitable interchange of their products,

Therefore resolved, That this Congress records its belief in the advisability and practicability of a customs arrangement between Great Britain and her Colonies and India on the basis of preferential treatment, and recommends that steps should be taken by Her Majesty's Government to bring about an interchange of opinions on the subject between the Mother Country and the other Governments of the Empire.”

As you will see from the proceedings of the Congress, it became apparent that the Toronto resolution, with a slight amendment, would be preferred to the amendment I proposed, and after informal conversations with the representatives of several British Chambers, and our Canadian friends, I intimated my willingness to withdraw the amendment, and to allow the Toronto resolution to stand amended, to read as follows :—

“Resolved, That in the opinion of this Congress, the advantages to be obtained by a closer commercial union between the various portions of the British Empire are so great as to justify an arrangement based upon the principles of the freest exchange of commodities within the Empire, consistent with the tariff requirements incident to the maintenance of the local government of each kingdom, dominion, province, or colony, now forming part of the British family of nations : and that this Congress recommends that steps should be

taken by Her Majesty's Government to bring about an interchange of opinions on the subject between the Mother Country and the other Governments of the Empire."

I was subsequently, however, given to understand by the Chairman, that there was little chance of the resolution, even in its amended form, being carried unanimously. It was felt also that it might even be rejected, and in view of the desirability of unanimous action, and after considerable pressure, the Canadian delegates agreed to withdraw both the Toronto resolution and the amendment, and to endorse the following resolution to be proposed by the Chair :—

"That this Congress of Chambers of Commerce of the Empire is of opinion that the establishment of closer commercial relations between the United Kingdom and the Colonies and Dependencies is an object which deserves and demands prompt and careful consideration. The Congress therefore respectfully represents to Her Majesty's Government that if the suggestions should be made on behalf of the Colonies, or some of them, it would be right and expedient to promote such consideration, and the formulation of some practicable plan by summoning an Imperial Conference, thoroughly representative of the interests involved, or by some other means as Her Majesty may be advised to adopt. That copies of this resolution be forwarded to the President, to the Prime Minister, the First Lord of the Treasury, the Secretary of State for the Colonies, the leader of the Opposition of both the Houses, the High Commissioner of Canada, and the Agents-General of the other Colonies."

As was anticipated, this resolution received the support of all the representatives of Chambers of Commerce from different parts of the Empire who were present, and it was carried unanimously and amid enthusiastic cheers. I may add that we were led to understand that the resolution, in the form in which it finally passed, would be acceptable to Mr. Chamberlain.

In some quarters the resolution has been described as being of a colorless character. I think its importance is much

greater than is usually imagined, especially in view of the fact that it was carried unanimously. You will see that the resolution contains two expressions of opinion, (1) that the establishment of closer commercial relations between the United Kingdom and the Colonies and Dependencies is an object which deserves and demands prompt and careful consideration ; (2) that the Congress respectfully represents, if the Colonies or some of them should suggest the convening of an Imperial Conference for the formulation of some practicable plan, that it would be right and expedient on the part of Her Majesty's Government to adopt the suggestion.

I may state that the resolution as originally drafted, instead of the words "establishment of closer commercial relations" read "the formation of a commercial union," and further that it required all the Colonies to make the suggestion for a Conference ; and besides the words "if possible" were added after "practicable plan." I was able, however, in conjunction with the other delegates, to procure the modification, or rather the strengthening, of the resolution in the way in which it now stands. I hope that the Winnipeg Board of Trade will commend the matter to the favorable consideration of the Dominion Government.

Other questions were discussed at the Conference of interest to Canada, but I will only refer to the resolution relating to the encouragement of emigration to the Colonies. It was somewhat modified at the preliminary meeting of the Canadian delegates, to which reference has already been made, as will be seen in the report of the proceedings. The resolution was moved by the Hon. T. Mayne Daly, in a forcible and eloquent speech, which was listened to with great attention and respect by the delegates who were present. It was seconded by Mr. Nairn, and supported by myself and other Canadian representatives. As you will observe, the resolution was carried unanimously, and I trust that the action of the Congress will have the effect of directing attention to this important subject.

I venture to suggest, for the consideration of the Board of Trade, that it should pass a resolution expressing its appreciation of the action of the London Chamber of Commerce in calling the Congress together, of the very thorough and satisfactory arrangements that were made for the meeting, and of the courtesy and hospitality which were extended to me as its representative.

I am, Sir,

Your Obedient Servant,

DONALD A. SMITH.

Winnipeg, 6th January, 1897.

To the President and Members of the Winnipeg Board of Trade :—

Gentlemen :—I have respectfully to report to the Board before the close of the year the result of my work as one of the delegates from the Board to the meeting of the Chambers of Commerce of the Empire, held in London in June, 1896. It was fortunate that delegates were also appointed who were resident in London, for on account of delay by the Montreal ocean route, I, with other Canadian delegates, did not arrive till the principal business of the Congress was nearly over. The Board has had a very full report of the proceedings from one of those delegates (Sir Donald A. Smith), and I will not enter into details of the work accomplished, after this report of Sir Donald, further than to say that I got there in time to second the Winnipeg resolution on emigration, which was very ably and eloquently proposed by the Hon. T. M. Daly, another delegate of our Board, and which received the full support of the Congress by a unanimous vote. As to the general result of the Congress, I may say that it did a vast amount of good in bringing together business representatives from all parts of the British Empire, whose sole object was

the discussion of questions affecting the general interests of all, and I am proud to say that Canada was ably represented by her delegates, who took a leading part in these discussions.

The principal question before the Congress was that of closer trade relations with the Colonies brought forward by the resolution of the Toronto Board of Trade, favoring a Zollverein, and after two days' discussion this question was modified very much, so as to have the unanimous support of the Congress. The result of this discussion shows plainly that we in Canada can never look for preferential trade with the Mother Country, so long as free trade has such a hold on them by the success of that principle, and that our only hope of trade is to be able to quickly and cheaply transport our agricultural products to the home market, so that we can compete with other exporting countries. So far as I can judge, the feeling just now is very friendly towards the Colonies; but, at the same time, the business community will always look to actual results from a business standpoint before they allow sentiment to come in. Although not directly bearing on the work of the Congress, I would like to impress on our Board the extreme advisability of action being taken by our Government to secure a much better and faster ocean service, with the co-operation of the Imperial Government, for the time just now is very favorable for getting a substantial grant from that Government to assist us in the work and carry out the grand idea of binding closer together, Greater Britain.

STEPHEN NAIRN.

After the appointment of our delegates, as directed by the Board at a general meeting, the Council communicated with each of the Boards of Trade in Manitoba and the Northwest Territories, informing them that, if they did not intend to have a delegate at the Congress, this Board would be pleased to receive any resolutions they would like to have submitted,

and place the same in the hands of our delegates. It may be mentioned that none of the Boards forwarded resolutions, but, in two or three cases, they appointed the gentlemen representing this Board as their own delegates, and so secured representation at the Congress.

The cordial thanks of the Board have been forwarded to our representatives at the Congress for the most valuable services they rendered.

DISCRIMINATING FREIGHT RATES.

At a meeting held on the 24th April, 1896, it was brought to the attention of the Council that merchandise arriving at Fort William and Duluth by steamers, other than those owned by the C. P. R. Co., and the Sarnia line, was discriminated against in the matter of railroad rates from Fort William and Duluth to Winnipeg and western points. The Council appointed a committee to make representations to the railroads, and, as a result, the following communications were forwarded :—

Winnipeg, 27th April, 1896.

Robt. Kerr, Esq., Traffic Manager C. P. Ry. Co.

Dear Sir :—The Winnipeg Board of Trade begs to submit to you the following :—

1. Notice has been given by your road that the freight rates on merchandise from Fort William to Winnipeg, and proportionately to other western points, when such merchandise is carried to Fort William by independent steamboat lines are : 1st, \$1.16 ; 2nd, 98c. ; 3rd, 80c. ; 4th, 66c. ; 5th, 57c., whereas last year the rates were 92c., or 24c. less ; 79c., or 19c. less ; 65c., or 15c. less ; 56c., or 10c. less ; 47c., or 10c. less. This in effect is the placing in force of your ordin-

any local tariff on all through freight received by your road at Fort William from steamboat lines other than the C. P. R. line and the Beatty line, a discrimination which has never before made by your road.

2. This Board of Trade has frequently protested that your rates from Fort William, in force last year, were much higher than the circumstances of the situation warranted, and the Board now strenuously protests against the action of your company in virtually raising those rates at this time.

3. This Board also strongly protests against any action of your company having as a direct result the confining of the Lake Superior carrying trade to any particular steamboat lines connecting with the Canadian Pacific Railway at Fort William, and the Board asserts that any such action by your company is directly antagonistic to the best interests of this country.

4. The Board unhesitatingly declares that the position of the C. P. R. and the Beatty steamship lines are quite strong enough now, owing to the peculiar advantages they enjoy through their direct connection with the Canadian Pacific Railway and the Grand Trunk Railway, and that if the independent steamboat lines are driven from the Lake Superior trade by any action of discrimination in freight rates by your company from Fort William westward, the vast public works in the form of canals undertaken and carried out by Canada at much cost and sacrifice, will, to a considerable extent, be rendered barren of the result fairly expected by the people of Canada.

5. This board wishes to point out that the fleet of Canadian vessels in the carrying trade on Lake Superior is even now totally inadequate to transport the grain and other produce of Manitoba and the Territories down the lakes and the St. Lawrence to Canadian seaports, and that largely as a consequence, the great bulk of Manitoba grain exported to Europe is shipped by American vessels from Fort William and Duluth to Buffalo, N. Y., and Canada loses all the profit of handling this great business at Kingston and Montreal, and

this very greatly reduces the importance of Montreal as a seaport. If the independent Canadian steamboat lines now in the trade to Fort William are, in the face of the many serious difficulties under which they have labored for some years further crippled by your company discriminating against them in the matter of rates west of Fort William, it would seem that but one result can ensue—the independent steamers will be driven out of the trade, and the grain of Manitoba will be forced to take the comparatively small capacity offered by the steamers of the Beatty or your own line, or be handed over to American bottoms for transport to Buffalo. In view of such a most serious state of affairs, which would seem to be a natural result of action on the part of your company in discriminating between lines of steamers handing over freights to your railroad at Fort William, this Board protests against your company applying a higher rate of freight than was imposed last year on merchandise carried by your railroad west of Fort William and handed to you by independent steamboat lines on Lake Superior.

6. At a time when the deepest regret and anxiety is experienced by the people of Canada at the decadence of the Canadian lake marine, this direct blow by your company at the weak shipping interests and the welfare of the producers and consumers of Manitoba and the Northwest Territories is viewed with alarm by this Board, and it is a matter of astonishment that any temporary advantage gained by your company by this move should weigh for a moment against the very serious consequences likely to follow. In view of the limited grain-carrying capacity of the Beatty line and your own steamers, when compared with the volume of grain offering this year at Fort William and the crowded state of the interior elevators, this board would expect that instead of discouragement, every encouragement would be offered by your company to the independent steamboat lines to take part in the Fort William trade, to the exclusion of the American fleet.

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7. The Board wishes to point out that Vice-President Shaughnessey, of the C. P. R. Co., when giving sworn testimony before the late freight rates commission on 15th April 1895, stated, in regard to freight rates on east-bound grain : "The wheat, having reached the elevator at Fort William, is open to the broadest possible competition." It would appear from the present action of the company that they have adopted an entirely different policy in regard to west-bound shipments, and this Board hopes that this will speedily be changed to conform with the policy recognized as applying to east-bound grain. The Board, therefore, asks that the rates in force last season be not increased.

By direction of the Board.

Winnipeg, 28th April, 1896.

J. M. Hannaford, Esq., General Traffic Manager, Northern Pacific Ry. Co., St. Paul :—

Dear Sir :—I am instructed by the Winnipeg Board of Trade to write you on the following matter :—

1st. The Board has been notified that your company will charge full local rates on west-bound merchandise handed to you at Duluth by steamers other than those of the Beatty line, for forwarding to Manitoba points.

2nd. This Board protests against your road discriminating against freight handed to you at Duluth by independent steamer lines for shipment to Manitoba points.

3rd. This Board protests because your road's terminus is at Duluth, and through freight from eastern points should not be discriminated against, in view of the heavy subsidies granted to your road by the people of Manitoba, and the freight for Manitoba transferred to you from any independent steamboat lines at Duluth should carry equal rates with freight from any particular line.

4th. This Board trusts that, as a matter of equity as well as interest, you will treat all freight for Manitoba, transferred

from steamboat lines at Duluth, as entitled to the same charges, which charges in all cases should, at least, not exceed those imposed last season.

By direction of the Board.

I am, Sir,

Yours faithfully,

CHAS. N. BELL, Secy.

Copies of the above letter, addressed to the C. P. R. Co., were forwarded to the Minister of Railways and Canals and Boards of Trade at Toronto, Montreal and Hamilton, with a request that they would actively co-operate with this Board in impressing on the Canadian Pacific Railway Co. the necessity of immediately cancelling the discriminating rates complained of, which obviously would greatly injure important interests in Manitoba, and indeed the whole Dominion. In answer the following letters were received :—

DEPARTMENT OF RAILWAYS AND CANALS.

Ottawa, May 6th, 1896.

Chas. N. Bell, Esq., Secretary Board of Trade, Winnipeg, Man.

Sir:—I have to acknowledge the receipt of your letter of the 28th ultimo, transmitting a copy of a statement furnished by the Winnipeg Board of Trade to the Traffic Manager of the Canadian Pacific Railway Company on the subject of freight rates on the merchandise carried by steamboat lines to Fort William, and there consigned by the C. P. R. Co. to points in the west.

With regard to your request that representations be made to induce the railway company to restore the rates and conditions on this steamboat traffic to the same status as pre-

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vailed last year, I am, by direction, to inform you that this Department has no control whatever in regard to the freight rates charged on steamers.

I am, Sir,

Your obedient servant,

JNO. H. BALDERSON,
Secretary.

P. S.—A copy of your letter has been forwarded to the Company.

DEPARTMENT OF RAILWAYS AND CANALS

Ottawa, May 22, 1896.

Chas. N. Bell, Secretary Board of Trade, Winnipeg, Man.

Sir :—Referring to your letter of the 23th ultimo, covering copy of a statement on the subject of freight rates on merchandise carried by steamboat lines to Fort William, and thence by rail to western points, I am, by direction, to inform you that the President of the Canadian Pacific Railway Company has communicated, under date of the 15th instant, a statement showing the position which that company has been obliged to take in this matter, which is to the effect, "That taking advantage of the special rates which prevailed from Fort William and Duluth to Winnipeg for lake traffic, outside and tramp boats have, for the past few years, so badly cut into the business that the regular lines have not had sufficient business left to support them, and it has become a question of protecting the regular lines running in connection with the Canadian Pacific, Grand Trunk and Northern Pacific Railways, or allowing the regular lines to drop out, leaving the business to outside boats and to chance. The regular boats running in connection with the railways referred to have to start at the beginning of the season and make regular trips throughout the season, without regard to

“the amount of traffic to be carried, consequently, for a considerable part of each season the boats have to be run at a loss, and if the outside and irregular boats are allowed to come in at times when business is good and make such rates as they see fit, and take the business away from the regular lines, the effect must be easily apparent. The railways interested have found it necessary to take the action complained of by the Winnipeg Board of Trade, in order to keep the regular lines of steamers going, and we believe this to be in the public interest just as much as in the interest of the railways. The Beatty line between Ontario and Lake Superior points has been in existence a great many years and its withdrawal from the Northwest trade, which under the circumstances prevailing for the past few years was inevitable, would have been a serious loss to the Canadian Northwest.”

I am, Sir,

Your obedient servant,

JNO. H. BALDERSON,
Secretary.

Montreal, May 4th, 1896.

E. B. Osler, Esq., President Board of Trade, Toronto.

Dear Mr. Osler :—Since our conversation of yesterday, I have been looking into the question of the alleged discrimination between Fort William and Duluth and Winnipeg against outside boats and in favor of our own line of boats and the Beatty line. I find that, taking advantage of the special rates which prevailed from Fort William and Duluth to Winnipeg for lake business, outside and tramp boats have for the past few years so badly cut into the business that the regular lines have not sufficient business left to support them, and it has become a question of protecting the regular lines running in connection with the Canadian Pacific and Grand Trunk.

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or allowing the regular lines to drop out, leaving the business to the tramp boats and to chance. It should be remembered that the regular boats have to start at the beginning of the season and make regular trips throughout the season without regard to the ups and downs of the traffic ; consequently for a considerable part of each season the boats are run at a loss and if the tramp boats are allowed to come at times when business is good and make such rates as they please, and take the business away from the regular lines, any business man should readily see what the effect must be. The railways interested have found it necessary to take the action complained of by the Winnipeg Board of Trade in order to keep the regular lines going, and we believe this to be in the public interest, as well as in the interest of the railways.

Yours very truly,

(Signed)

W. C. VAN HORNE.

Montreal, May 16th, 1896.

Chas. N. Bell, Esq., Secretary Winnipeg Board of Trade.

Dear Sir :—Your letter of 28th ult., with reference to the Canadian Pacific Railway discriminating in freight rates against merchandise arriving at Fort William by other steamship lines than the C. P. R. and Beatty lines, has been considered by the Council of this Board, with the result that a remonstrance against such discrimination has been addressed to Mr. G. M. Bosworth, Freight Traffic Manager, C. P. R.

I am, Dear Sir,

Yours truly,

GEO. HADRILL,
Secretary.

Mr. G. M. Bosworth, Freight Traffic Manager of the C. P. R., visiting Winnipeg shortly afterwards, he, with Mr. Robert Kerr, Traffic Manager, and J. M. Hannaford, General Traffic Manager of the Northern Pacific Railway Co., were interviewed by a large deputation of the members of this Board, but with very unsatisfactory results, and no change in the situation has since occurred.

It may be mentioned that the Board received letters from vessel owners in the Lake Superior trade endorsing their position in this matter.

GRAIN STANDARDS.

The following is a summary of the correspondence passing between this Board and the Department of Inland Revenue at Ottawa (which latter controls the grain inspection business) last autumn.

On the 24th of August the Department wrote, submitting the names of certain members of this Board suggested as delegates to the Grain Standards meeting, if it was decided to hold such meeting. On this communication being referred to our General Grain Committee, that body recommended that the Department should not appoint a Board to select standards, as had been done heretofore, but, as is done at Duluth, the Government Grain Inspectors should be instructed to grade direct on the wording of the Act, or to select any standard samples they might find necessary. This was answered from Ottawa on September 11th, and the Department then apparently agreed that the present Board System was too cumbersome, but they stated that it would be inexpedient to change the character of the Board for that

year. The further information was given that certain "western farmers" were asking for changes in the classification of the Standards Grades, tending to make them much higher than those in force. The next step taken was the appointment of the Standards Board with the same personnel as 1895, but, on representation of some Manitoba members of Parliament, the appointment was almost immediately cancelled. This Board wired that in their opinion the proposed changes in classification were not practicable, and reiterated the opinion that the Government Inspectors were the proper persons to select Standard samples. Sir Henri Joly, Controller of Inland Revenue, then wired that he had, after careful consideration, adopted the changes in classification as proposed by the "western farmers." He also asked that if the Board was desirous of meeting him, to send delegates early. To this the Board made answer that the proposed changes were not in the interests of either producers or dealers. On the 21st September the Department wired that the wishes of everybody could not be met, that this Board had already urged that Western men should settle Western grain grades and the Department conceded that view. As the Eastern representation was increased about the same date, with the approval of some members of Parliament from Manitoba, the Council thought that their contention, instead of having been agreed to, had received rather an adverse decision. As it was announced in the public press that the proposed changes in classification would at once be put into effect, the Council wired the Department, pointing out, what the Department evidently was overlooking, that according to the General Inspection Act no change could be made legal until the Order-in-Council, making such change, had been published in four successive issues of the *Canada Gazette*, and suggested that

the whole matter be carefully considered during the next year, as a change now would greatly confuse business and cause loss to persons engaged in the grain trade.

As it had been stated by the Department that the farmers had asked for the proposed changes, the Patrons of Industry officially wired the Board that their position was that the grades should be left alone, and kept as near to those of Duluth as possible. It was also learned from a communication from a gentleman prominent in the Manitoba Farmers' Central Institute, that out of some twenty-two local Institutes in Manitoba, a majority, with many Municipal Councils, had petitioned for substantially the same classification and regulations as were adopted by this Board, but that these petitions which were sent in to the Central Farmers' Institute, had been held and not forwarded to the Government as requested by the local Institutes. The petition of the Central Institute, upon which the Department apparently was acting, called for radical changes, quite different from those suggested in the petitions of the local Institutes. It may here be said that no explanation has ever been made public as to why these petitions of the local Institutes have been held back though the charge has been publicly made. The Board then wired the Department, offering to send a representative to explain the position that would be created if the proposed changes went into effect, to which the Department replied by wire that it was not considered necessary that a delegate of the Board should go down to Ottawa. This was followed by a letter from the Department, dated 25th September, in which it was stated that the Department thought the Board overestimated the effect on trade of the proposed changes, that the Standards Board would meet and select samples for the

amended classifications, even if they could not take effect for a month, and that meanwhile inspection would proceed under the previous year's standards. It was also stated in this letter that the Manitoba members of Parliament agreed with the Board, and the Department were also of the opinion, that the Government Inspectors should select the standard samples for Nos. 1 and 2 Hard and 1 Northern grades, but, as a deputation from Montreal had opposed this provision, it had been stricken out of the order. It was further stated that the farmers who asked for a change claimed "That they have natural facilities for producing as good wheat as any in the world, and they urge that where the world's supply is so enormous as at present, wheat culture in Manitoba will only pay the producer on the condition that it is superior and commands a superior price and ready sale." The whole of the correspondence outlined above was referred to the General Grain Committee for a report thereon, which was as follows :—

Winnipeg, Man., Oct. 1, 1896.

The President and Members, Winnipeg Board of Trade.

Gentlemen :—Your General Grain Committee, having carefully considered the various letters and telegrams attached hereto, which relate to the subject of the Grain Standards Board and classification of grain, which were referred to us for report, now beg formally to report as follows :—

First—Composition of the Board to select samples of grain to govern inspectors in grading.

Your committee, many of whom have been intimately connected with the selection of standard samples since the system first came into force in Canada, are convinced, as the result of experience, that the present Standards Board is altogether too cumbersome, and its membership too divided to

act in the capacity of judicious grain experts. The whole intent of the Inspection Act in this direction is, that the Government will appoint as members of the Standards Board persons who possess the knowledge to qualify them to act as experts in putting into material form what the Inspection Act can only define in words. Your committee suggest that as inspectors are required by law to pass very severe critical examinations to prove their capabilities before they can exercise the duties of their office, persons who are entrusted with the selection of samples, which govern inspectors in their grading, should also be required to prove their capacity before they be allowed to act as expert judges of grain. If such a test was applied to many persons, who have of late years been appointed by the department as members of the Standards Board, your committee are satisfied that they could not have qualified.

Your committee believe that the grain inspectors have an expert knowledge of grain, and are the proper persons from year to year. They are sworn officers of the Government and are under heavy bonds to perform their duties, faithfully and impartially to all classes of the community.

The fact that successive Standards Boards meet year after year and select samples which vary materially, injuriously affects trading in Manitoba grain and renders it well nigh impossible for dealers to make any sales of a crop for delivery ahead of the Standards Board meetings, for no one knows what sort of samples this Board will select. A most striking instance of this uncertainty is experienced this year. when the Department, after the grain of this new crop was already in the market and moving to Fort William for export, without any warning announced that it was decided to materially change the legal requirements of the superior grades.

This unstable system is in glaring contrast to the methods of grading grain at Duluth, where, there being no such institution as our Standards Board, the inspectors, year after year, grade according to the same Act. As Manitoba wheat

has to compete in the markets of the world with the Duluth article, which can be sold with safety for delivery months ahead, the former is handicapped at the very start, and the producer is the heaviest loser by our very inferior and cumbersome system, affected, as it further is, by annually recurring agitations for amendment and change.

As an instance of how the present proposed action of the Department will complicate matters, and injure the trade in grain, it may be mentioned that the old wheat (of the 1895 crop), now at Fort William and Manitoba, (the quantity being estimated at 3,000,000 bushels), is already inspected into fifteen different grades. The new wheat of the current crop is now moving and being inspected under the standards of last year, fifteen in all, and of necessity has to be kept entirely separate in the elevators. The department now announces that new standards, under a new classification, will be enacted a month hence, with a consequence that a third distinct lot of graded grain will appear, and must be accommodated in the elevators; or, to put it shortly, some forty-five distinct classes of wheat will be stored in Fort William at one time, and inspection certificates for three different kinds of No. 1 Hard wheat, No. 2 Hard wheat, etc., etc., will be in circulation, in dealers' hands, in the banks, and elsewhere. The Comptroller of Inland Revenue, in his telegram of the 18th of September, informed the Board that he had decided to change the classification after careful consideration; but in view of such perplexing and injurious complications that are bound to arise, your committee doubt if the Comptroller had sufficient reliable information before him to realize the whole effect such a change would cause.

Many more, serious difficulties, raised by the proposed change might be pointed out, but your committee presume the above are sufficient to explain their position in declining to recommend that any of their number should be appointed as members of the Standards Board, or in assuming any responsibility for the complications that are bound to rise this year in connection with the grain standards.

Second—The Department, in several of their letters and telegrams of the past fortnight, referred to “Western farmers” as petitioning for a higher classification of grain standards, but no clear information has been given as to who these Western farmers are. The Patrons of Industry have wired your committee officially that they do not desire any changes in the classification, but, on the contrary, wish the grading to be done on the present Act, and kept as near to that of Duluth as possible, which is exactly the position taken by your committee, and indeed the whole grain trade of Manitoba.

At one time the classification of Manitoba grades was much higher than it is now, but experience gained during several years of its trial proved that it was prejudicial to the interests of producer and dealer alike. At that time a cry was raised by a certain element, claiming to speak in the name of the farmers of Manitoba, that the grain dealers had secured the adoption of a high classification for selfish purposes, which were opposed to the interests of the producers. The dealers, as a fact, were then advocating the adoption of the present lower classification which experience has abundantly proved was, year in and year out, the most beneficial to the country. After fighting antagonistic interests in Eastern Canada, the dealers secured the adoption of the present classification, which was accepted by both farmers and dealers as fair and satisfactory. Now the Department informs this Board that the farmers of Manitoba want to go back to a high classification, already proved to be, and cancelled as, impracticable, unsatisfactory and unjust. From all the information in the hands of your committee, we are satisfied that the farmers do not desire to revert to a classification proved by them to be impracticable and wrong in principle.

Your committee unhesitatingly state it to be their opinion that if the Department insist in forcing this proposed classification into effect a month or so hence (in the midst of a grain season) much of the wheat that under the present standards will easily grade as No. 2 Hard will, owing to the

high weight demanded, be unjustly forced into No. 3 Hard (which always contains more or less slightly frosted grain), to the loss of the producers, Southern and Eastern Manitoba especially, will be adversely affected by this uncalled for interference with the No. 2 Hard class.

One effect of the enforcement of the new high classification will be to create a standard of Nos. 1 and 2 Hard that will be reached by but a comparatively small percentage of our annual crop. The Duluth No. 1 grade, according to their official classification, is as follows :—"No. 1 Hard spring wheat must be sound, bright and well cleaned, and must be composed mostly of hard Scotch Fyfe, and weigh not less than fifty-eight pounds to the measured bushel."

(Note.—The bushel here referred to is the American, or "Winchester," which has a less capacity than the Canadian bushel, being equal to nearly two pounds weight of wheat.)

They have no such grade as No. 2 Hard at Duluth. The present classification for No. 1 Hard Manitoba wheat reads : "No. 1 Manitoba Hard wheat shall consist wholly of wheat grown in Manitoba and the Northwest Territories of Canada and shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least two-thirds of hard Red Fyfe wheat. No wheat which has been subjected to scouring or brushing for the removal of smut or other fungoid growth, shall be included in this grade."

The announced intention of the Department is to increase the percentage of Red Fyfe wheat in No. 1 Hard from 66 2-3 per cent. (which is already 16 2-3 per cent. above the minimum of Duluth) to 75 per cent. ; and the weight from 60 to 61 pounds per bushel.

In the case of the No. 2 Manitoba Hard, the Department proposes to raise the weight from 58 to 60 pounds per bushel.

From this it will be seen that the present classification of Manitoba wheat is considerably above that of Duluth, and

the proposed change is in the direction of further removing our standards from those of Duluth.

In conclusion, your committee beg to report that in their opinion the present Standards Board is largely responsible for the annually recurring agitation by a few incompetent and inexperienced individuals to change about the classification of standard grades, to the unsettlement of trade, and consequent injury to both producer and dealer, and we reiterate our contention that the standard samples should be made as nearly permanent as possible and graded up to yearly by the inspectors under the wording of the Act.

We beg also to strongly protest against any change being made in the classification of grades, believing that the classification now in force has been abundantly proved by many years' experience to be the best and most workable for Manitoba and the Northwest Territories.

All of which is respectfully submitted.

The General Grain Committee,

ROBERT MUIR, Chairman.

The Council, after having given consideration to the above correspondence and report of the General Grain Committee, arrived at the conclusion that the Department had not fully considered the effect of the proposed changes on trade, and instructed the Secretary of the Board to proceed to Ottawa, with a copy of the Committee's report, and explain the views of the Board thereon. The report, which is appended, will fully explain the result of his visit.

Winnipeg, 14th October, 1896.

The President and Council, Winnipeg Board of Trade.

Gentlemen :—Having, on the 2nd inst., received your instructions to at once proceed to Ottawa to lay your views

on the proposed changes in the grain standards classification before the Comptroller of Inland Revenue, I left the following day, arriving in Ottawa on the morning of the 6th, the day after Parliament prorogued. I succeeded in obtaining an interview with Sir Henri Joly, Comptroller, before he left Ottawa on that day, and presented to him the report of the General Grain Committee of this Board, which your Council adopted at their meeting of the 2nd inst. As Sir Henri would not discuss the merits of the proposed changes, or this Board's objections to such changes, only a desultory conversation took place. Sir Henri informed me that the Manitoba members (referring to Messrs. J. M. Macdonnell, R. L. Richards and Rev. J. M. Douglas, who had interviewed him repeatedly during the session), had pressed him to make the changes now gazetted, and that they had stated to him that the farmers of Manitoba and the Territories were urging for these changes to be made, and he had accepted their representations, and if he had been misinformed he would have to accept the responsibility. He further stated that the Central Farmers' Institute of Manitoba, and the Patrons of Industry, had also petitioned the Government to make changes in the classification of grain grades along the lines he had acted on.

So far as I could learn, the effect on trade, following the enactment of the changes proposed, had not been considered when the original draft of the changes was prepared. The Council is aware that no request was made to this Board, or the Winnipeg Grain Exchange, from either the Manitoba M. P.'s or the Department for information, or for the views held by the millers or dealers, as to how the proposed changes would work out in practice.

Sir Henri informed me that the official notices of the changes in classification were now being published in the Canada Gazette, and on the date of their fourth publication (the 24th Oct.) would take effect. The proposed changes, as they appear in the Gazette, however, show that one most objectionable feature of the original draft has been removed—or nearly so. I refer to the change involving the increase of

weight of No. 2 Hard wheat from 58 pounds to 60 pounds, as amended the increase is but one-half pound from the old standard, or a total of 58 1-2 pounds.

After my interview with Sir Henri, I had two consultations with the Commissioner, Mr. E. Miall, and then suggested, as Sir Henri would not withdraw the Order-in-Council now being gazetted, unless the Manitoba members advised him that they wished him to do so, that the members of the Standards Board, having been nominated by the Manitoba and Northwest Territories members, might be requested to consider the advisability of the Department not putting the proposed changes into force this season, as the crop would be nearly half moved before such changes could legally take effect, and that if they recommended in that line, the Department should agree to cancel the Order-in-Council before the 24th inst. Mr. Miall has since written Mr. S. Spink, Chairman of the Standards Board, suggesting that the Board consider the whole matter of the proposed changes, and that any conclusion arrived at be communicated to the Department. I have since talked over this feature of the situation with Messrs. J. M. Macdonnell, M.P., and R. L. Richardson, M.P., and they agree that any opinion expressed by the Standards Board would have great weight with the Department when future action is decided on.

I may point out that if the Standards Board promptly advise the Department not to make the changes in classification apply to this crop, the Comptroller would have time, if he so desires, to cancel the Order-in-Council before it can take effect. If the Standards Board will take this reasonable course, it seems probable that the Department would, during the coming year appoint a competent representative commission to fully investigate the whole inspection system now in force, give every interest ample opportunity to be heard, and compare our system with that prevailing at the great grain centres of the United States. Then there would be some pos-

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sibility of securing a proper classification and permanent standards.

All of which is respectfully submitted.

CHAS. N. BELL, Secretary.

The Western Grain Standards Board met in this city on the 21st October, 1896, the following persons, appointed by Order-in-Council, being present as composing the Board :— Messrs. S. Spink (Chairman), J. A. Mitchell, Winnipeg ; C. B. Watts, M. McLaughlin, Toronto ; T. A. Crane, O. M. Gould, Montreal ; Finlay Young, M.P.P., Killarney ; James Riddell, M.P.P., Rosebank ; J. McQueen, Carievale ; Christian Johnson, Baldur ; W. B. Underhill, Melita ; Charles Castle, Foxton ; K. Campbell, William Postlethwaite, Brandon ; James Elder, Virden ; P. Ferguson, Kentis, Assa ; R. J. Finn, Moosomin, Assa. The Board were in session for two days and a half, and selected standards for the following grades : Extra Manitoba Hard, Nos. 1, 2 and 3 Hard ; No. 1 Northern, Nos. 1 and 2 Frosted, Nos. 1 and 2 White Oats Nos. 2 and 3 Barley.

A number of matters in connection with the subject of classification of grades, and the best methods for selecting standards, were discussed at the various sessions held, and the Council report the following, so that they may go on record : viz. :

Moved by Messrs. W. B. Underhill and J. McQueen,

That this Standards Board recommend to the Comptroller of Inland Revenue that the changes of classification of grain grades now being gazetted in the Manitoba Gazette be

not put in force, and that the Department instruct all inspectors of grain to permanently exclude scoured wheat from the grades of Nos. 1 and 2 Manitoba Hard wheat, and No. 1 Northern wheat."

Moved in amendment by Messrs. James Elder and William Postlethwaite,

"That whereas, a large portion of the crop of 1896 has already been disposed of by the farmers upon the existing classification,

"And whereas, it would therefore be obviously unjust to the dealers who now hold the grain to change the classification for this year;

"Resolved, that in the opinion of this Board it is desirable that the existing classification be used, as far as regards classification and percentages, for this season; and that the Dominion Government be advised to, as soon as possible, appoint a Commission to enquire into the whole matter of the grain trade, commencing with the farmer's wagon and ending with the consumer; and also to collect information regarding the system prevalent in the United States, said Commission, after having secured the aforesaid information, to recommend to the Government a permanent classification and suggest any changes, in our system, which they may consider to be in the interests of the producers in Manitoba and the Northwest Territories."

On a vote being taken, Messrs. Elder and Postlethwaite alone voted for the amendment and against the original motion. The substance of this resolution was wired to the Department at Ottawa, and during the same day the following answer was received:—

"Message received. Queen's Printer instructed to drop further advertisement. Old standards remain. Inspectors will be at once instructed as to scoured wheat.

(Signed)

"E. MIALL, Commissioner."

Moved by Messrs. Riddell and McQueen,

"That the Government be requested to appoint a Commission to enquire into the whole inspection system and practice, the different interests thereto—farmers, dealers and millers—to be equally represented on said Commission, which shall make such recommendations to the Government for any changes in the inspection system as they may deem necessary; this Board also urge upon the Government that such Commission be appointed at an early date." Carried unanimously.

Moved by Messrs. Elder and Riddell,

"That in the opinion of this Standards Board the existing practice at terminal elevators of mixing lower grades of wheat with the higher grades is detrimental to the best interests of Manitoba and unjust to the farmer; that the Government be requested to at once issue instructions to their inspectors that the wheat be only inspected out the same grade as it is inspected in; or that where more than one grade is loaded into the hold of a vessel no certificate shall be granted for a standard grade, but only for the number of bushels of each grade so loaded." Carried.

Moved by Messrs. Underhill and Finn,

"That in view of the fact that the producer is much dissatisfied with the present system of making our grain standards, involving so much uncertainty each successive year this Board would respectfully suggest to the proposed Commission the necessity of making a thorough enquiry upon the lines of permanent standards, and the reduction and simplification of the Standards Board, which might be required under certain conditions."

On a vote being taken, five voted for and six against, and three declined to vote on the ground that the Board had already recommended that the whole matter of the inspector system should be referred to the Commission.

Moved by Messrs. Finn and Castle,

"That the Board now proceed to select the standard sample "Commercial Grade" for Extra Manitoba Hard wheat to weigh not less than sixty-two pounds and contain not less than eighty-five per cent. Red Fyfe wheat."

On a vote being taken, the motion was carried, the following voting "Nay" on the ground that this standard should have been selected before No. 1 Hard, viz.: Messrs. Gould Postlethwaite, Elder and Young.

Moved by Messrs. Finn and Gould,

"That the Government be requested to provide in the classification for a grade of Extra Manitoba Hard wheat, to weigh not less than sixty-two pounds and contain not less than eighty-five per cent Red Fyfe wheat." Carried unanimously.

Moved by Messrs. Castle and Johnson,

"That the Département be requested to endeavor to secure that the mills, elevators and warehouses, where grain is bought, shall have posted the schedule of grain classification and inspection provisions." Carried unanimously.

Moved by Messrs. Castle and Watts,

"That such standards, as samples have not been selected for, be left to the Inspectors to grade to according to the wording of the Act." Carried unanimously.

The Council have to report that up to date, so far as they have information, no active steps have been taken by the Department of Inland Revenue for the appointment of the Commission first suggested by this Board of Trade and afterwards recommended by the Western Grain Standards Board.

It will be noted by the correspondence of the Board, and the results of the Grain Standards meeting, that the original suggestions of your Council to the Department, that last year's classification remain in force this year unchanged, and that the Department appoint a Commission to enquire into the whole grain inspection system, were fully endorsed by the Grain Standards Board when it met.

TWO CENT LETTER POSTAGE.

After having had correspondence with several leading Boards of Trade in Canada on the subject of the postage rates at present in force, the Council prepared the following petition addressed to His Excellency the Governor-General-in-Council :—

“That this Board is of the opinion that a revision of the postal rates and classifications of mail matter should be made that would provide for a uniform rate of two cents per ounce on letters for carriage within Canada, and from Canada to Newfoundland and the United States ;

“Wherefore, your petitioners do pray that Your Excellency-in-Council will sanction legislation providing for a uniform rate of two cents per ounce on letters posted in Canada for delivery in Canada, Newfoundland and the United States, and your petitioners as in duty bound will ever pray.”

Copies of this petition, accompanied by a letter explaining the motives of the Board, were forwarded to every Board of Trade in the Dominion, with a request that they would sign a copy of the petition and transmit it to the Government and also take up the matter with the representatives to Parliament from their several districts.

We have been advised that a very large number of these petitions have been sent in to the Government; many of the Boards appealed to have written us, expressing their thorough endorsement of the prayer of the petition.

In answer to our own petition, forwarded to the Government, the Postmaster-General has answered that he is not in a position to say what action the Government may take in regard to the matter. Some of the members of Parliament for Manitoba, who interviewed the Postmaster-General on our behalf, inform us that there was not much hope held out that the petition would be successful. The Council recommend that the incoming Council again take up this matter and make full representations, and, if necessary, further address the other Boards of Trade in Canada in that direction.

REMOVAL OF CUSTOMS OFFICES.

When the Hon. J. I. Tarte, Minister of Public Works, was in the city in October last, a committee of the Council took up with him the matter of the removal of the Customs Offices from the present inconvenient situation to a more central one adjacent to the majority of the business houses. Mr. Tarte accompanied the committee in looking over the Post Office building and the present Custom House, with a view to seeing if sufficient accommodation could be secured in the former building for the Customs Offices, and they were forced to the conclusion that such accommodation could not be had, and that, for the present, the matter would have to be held in abeyance. Mr. Tarte, however, has promised to look into the matter in view of the possible extension of the

Post Office building, so as to consolidate all the Federal Government offices under one roof.

DAUPHIN RAILWAY.

A communication was received from a public meeting held in the village of Arden, advocating the facilities offered by that place as the starting point for the railroad to the Dauphin country. The Council decided that as the matter was of a local character, and that several towns in Northwestern Manitoba were also advocating their particular claims for this road to be built from their several points, they could not interfere or take any action in urging the claims of any particular place.

BUSINESS MEN'S CONVENTION.

Towards the close of the year the President suggested, for the consideration of the Board, the advisability of holding a Business Men's Convention in this city, and inviting business men throughout Manitoba, the Territories and Western Ontario, to meet and discuss matters of interest to the business community. The Board endorsed the proposition and placed the matter in the hands of the Council, who appointed committees to arrange for a convention of the character outlined. Some six hundred circulars were mailed to business men, asking if they approved of such a convention to be held in Winnipeg during the first week in February, and also requesting that they suggest to the committee subjects for discussion at the convention. Replies were received from a large number

which were unanimously in favor of the convention, and a long list of suggestions as to matters of interest for discussion were sent in. Since, over one thousand invitations have been mailed on a list as complete as the committee could make of the business men in the territory above mentioned. Many replies, in acceptance of this invitation, are to hand, and arrangements have been made for the convention to meet at 8 p. m. on Thursday, the 4th inst. The Council strongly urge that as many members of the Board as can possibly attend will do so, to meet the visitors and take part in the discussions arising.

TRADE WITH AUSTRALIA.

Two communications were received in October and November from Mr. J. S. Larke, Commercial Agent of the Government of Canada for Australasia. Mr. Larke is stationed at Sidney, New South Wales, and advised the Board on the state and prospects of the crops in Australia and New Zealand. He reported that there was last year, and would probably be this year, a considerable shortage in the crops there. Mr. Larke's letters were referred to the General Grain Committee of the Board, who presented the following report :—

“Your General Grain Committee beg to report :

“1. That they have considered the correspondence from Mr. J. S. Larke, Commercial Agent of Canada at Sidney, N. S. W., on the subject of the wants of Australia in regard to breadstuffs which Manitoba has to sell.

“2. That the Committee cannot understand Mr. Larke's statement that he has not been able to secure samples of grain from the Canadian Northwest, as, so far as can be learned

by them, no request has ever been received by the Board or the leading grain dealing firms of this city, from Mr. Larke, to be supplied with samples.

"Further, in regard to Mr. Larke's statement, 'I write this, as it may be of interest to some members of your grain section, who hitherto appear to have overlooked this market,' your committee have to report that, so far as they can learn, Mr. Larke's letter of the 8th October, 1896, was the first advice from him to the Board, or the trade here, that there was an opening in Australia for Manitoba's flour or grain though, as a matter of fact, wheat and flour have been shipped to Australia by Manitoba grain dealers and millers for nearly a year past, and in considerable quantities.

"3. Your committee find that, for the year 1896, the total shipments of Manitoba wheat and flour to Australia were as follows :—

Wheat	3,472 tons	=	115,733 bu. wheat.
Flour	2,946 tons	=	132,570 bu. wheat.
			6,418 tons = 248,303 bu. wheat.

"We are glad to report that while no definite figures can be given as an estimate of the prospective trade of 1897, very large orders are now being filled by Manitoba millers, and all the available space on the regular steamships plying between Vancouver and Australia has been engaged for months ahead by Manitoba shippers, and, indeed, shipments of flour are being made via the Chinese route, on account of lack of vessel space.

"4. Owing to the character of the barley and oats produced last year in this province, the home demand, and existing scarcity of vessel space on the Australian route from Vancouver, it would not be possible to ship either of those grains to the Australian markets at present."

It will be seen from this report of the Committee that a considerable trade has sprung up between Manitoba and Aus-

tralia ; indeed, it would appear this year to be limited only to the quantity of flour and wheat that can be transported by the regular steamers now plying between Vancouver and Australian ports.

CHANGES IN COUNCIL.

Immediately after election at the last annual meeting, Mr. Thomas Ryan resigned his membership in the Council and, under the by-laws, Mr. Nicholas Bawlf was elected to fill the vacancy.

FAST ATLANTIC STEAMSHIP SERVICE.

At the last meeting of the Board, Mr. Thomas Gilroy gave notice that he will move as follows :—"That, in view of its great importance, this Board would recommend to the Council and favorable consideration of the Dominion Government, the early establishment of an efficient and fast Atlantic steamship service between Great Britain and Canada." This motion will be presented to the Board for consideration and action at this annual meeting.

PROVINCIAL BOARDS OF TRADE.

Your Council are glad to report to the Board that the relations existing with the several Boards of Trade in Manitoba and the Northwest Territories, and elsewhere in Canada, are of the most friendly description. The Council have communicated with the Provincial Boards on several subjects

during the past year, and have received hearty support and co-operation in all matters advanced, tending to the welfare of this western country, and the Dominion in general. We could only wish that some of the Provincial Boards were more active in holding meetings for the consideration of important matters affecting the trade and commercial prosperity of the province.

Requests have been received for information regarding the steps to be taken to form Boards of Trade from two points in the Province, information which was cheerfully afforded with an offer of any assistance possible that can be rendered by this Board.

WESTERN IMMIGRATION ASSOCIATION.

The Board was represented at the Western Immigration Association meeting held in Winnipeg on February 27th and 28th, 1896. A large number of subjects, of great interest to that part of Canada lying between Lake Superior and the Pacific in particular, were discussed by the convention, the principal items on the programme being those relating to the best means to be adopted to secure settlers for this western country, and to develop its varied resources. The attendance was large, representatives from every district in the territory defined being present. A permanent organization was effected, the executive being composed of representatives from Western Ontario, Manitoba, the Northwest Territories and British Columbia. Representatives of the executive were sent to Ottawa and interviewed the Dominion Government explaining the scheme adopted by the Association, and they asked for substantial financial assistance in carrying on its

work. The change of Government at Ottawa no doubt interfered to prevent this assistance being given, but the Association has approached the Government now in power, and it is hoped that success will crown their efforts. The representatives of the Association also addressed some of the leading Trade Associations in Eastern Canada, and received endorsement of the plans of the organization.

In April this Board, at a general meeting, passed the following resolution :—

Resolved, "That this Board heartily endorse the movement inaugurated by the Western Canada Immigration Association, and especially :—

"To establish a Bureau of Immigration.

"To appoint as head of the Association, without respect to politics, a man whose pre-eminent qualifications in matters of immigration shall fit him for the position.

"To establish a permanent office as headquarters (with a competent secretary in charge) in the city of Winnipeg, with sub-associations in affiliation throughout Western Canada.

"That the present organization be continued in order that their work should be pushed forward at this peculiarly opportune period, and thus save valuable time."

HUDSON'S BAY CANAL AND NAVIGATION CO. CHARTER.

In March a communication was received from the Hon. Joseph Martin, enclosing a copy of Bill No. 52, "An Act to Incorporate the Hudson's Bay Canal and Navigation Company." Mr. Martin informed the Board that he objected to some of the powers, asked for in the Bill, being granted to the Company, and asked the Board to communicate their views to him as soon as possible. The Council called a gen-

eral meeting of the Board for the consideration of the matter and, after considerable discussion of the provisions of the Bill the following resolution was adopted, and a copy forwarded to Mr. Martin :—

“That this Board heartily endorse the project of constructing a waterway from the southern boundary of Manitoba to the shores of the Hudson Bay, but the Board cannot sanction the sweeping privileges asked by the Company in connection with the control of the streams flowing into Lake Winnipeg, or the powers in connection with the disposition of the Company’s stock, and the Board are of the opinion that the opening of navigation from the city of Winnipeg is a work which should be undertaken, and carried out, by the Dominion Government, and the privileges, secured by such a work, should be free to all alike, and not controlled by any private corporation.”

The Bill did not secure a third reading.

DEATH OF SIR JOHN SCHULTZ, K.C.M.G.

The following resolution was passed on the 15th of April :—

“Whereas, the death of Sir John C. Schultz, K.C.M.G. late Lieutenant-Governor of Manitoba, at Monterey, Mexico, on the 13th inst., is announced;

“And whereas, the late Sir John C. Schultz, K.C.M.G. has been for many years closely identified with the development of the Canadian Northwest, and by his valuable contributions to the literature of Canada, and by his energy and exertions, while holding many public positions of trust and honor, has done much to make known its great extent and resources;

“Be it resolved, That the Winnipeg Board of Trade place on record their great appreciation of the most valuable services rendered to Canada, and particularly to Manitoba, Kewatin, the Northwest Territories and Northern Districts by the late gentleman, and that a copy of this resolution be forwarded to Lady Schultz, with an expression of the sympathy of the members of this Board to her in her affliction.”

DOMINION BOARD OF TRADE.

The following communication was received from the Ottawa Board of Trade :—

Ottawa, May 20th, 1896.

To the Secretary of the Board of Trade.

Sir :—This Board has had under consideration the advisability of the formation of a Dominion Board of Trade, it having been suggested by leading members of Boards of Trade in the larger commercial centres that a proposition for the formation of such a board should emanate from the capital of the Dominion.

Having considered the matter, this Board have become unanimous in the belief that it would be in the interest of the trade and commerce of the country that a Central or Dominion Board should be established.

It will, we think, be universally conceded that co-operation would have a beneficial effect upon Boards generally throughout the country, but especially would it add strength to Boards in smaller cities and towns, and keep them in touch with the working of boards in large business centres.

It would also have the effect of disseminating business ideas, and should otherwise produce advantageous results as an additional source of strength in effecting uniformity of action upon matters concerning domestic and foreign trade and commerce.

This Board has therefore undertaken to communicate with Boards in important trade centres throughout the Dominion to learn their views, and would request that an expression of opinion be given upon the subject, and also that a date be mentioned which, in their opinion, would be most advantageous to hold the first meeting.

Should a sufficient number think favorably of the project, a meeting will be called to meet here, upon the date named as being the most favorable to a majority of those having stated their views, and each board will be requested to send delegates to confer upon a basis of organization.

I am, therefore, directed by this Board to request that you will submit the matter to the Council of your Board and convey to me as soon as possible the result of their deliberation.

I have the honor to be, Sir,

Your obedient servant,

N. S. GARLAND,
Secretary Ottawa Board of Trade.

After due consideration the Council wrote the Ottawa Board as follows: "This Board cannot see how any advantages are to be enjoyed by Boards distant from the seat of the proposed Dominion Board, and cannot favor the scheme proposed. The Board would very gladly join in any feasible plan to hold, periodically, a conference of delegates from the Boards of Trade in Canada, to consider matters of general interest to the whole Dominion."

LEASE OF ROOMS.

Our lease of the rooms occupied by the Board having expired, a renewal was secured for a further term of three years, at the same rental as heretofore paid.

THE LEGAL RATE OF INTEREST.

In February last a communication was received from the Winnipeg Bankers' Association, enclosing a Bill introduced in the Dominion House of Commons, entitled "An Act Respecting Interest," by which it was proposed to reduce the legal rate of interest in Canada from six to four per cent. After full consideration, the council passed the following resolution :—

Resolved, "That this Council, having had consideration of Bill No. 8, 'An Act Respecting Interest,' are unanimously of the opinion that it would be very injurious to the best interests of the Province of Manitoba and of the general Dominion, if a reduction of the rate of legal interest, below six per cent., was made."

Copies of this resolution were forwarded to the Canadian Bankers' Association, the Hon. Minister of Finance, and the Hon. Joseph Martin, M. P. Mr. Martin wrote the Board from Ottawa, assuring them of his support in the view expressed by them. It is satisfactory to note that the Bill was afterwards withdrawn.

In March, the Winnipeg Bankers' Association again communicated with the Council on the subject of the legal rate of interest, and asked for the endorsement of the following draft of a Bill which it was proposed to have introduced at the session of Parliament then being held :—

"Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows :—

(1). The Act respecting interest, being Chapter 127 of the Revised Statutes, is hereby amended by adding thereto the following provisions, which shall apply to the Province of Manitoba only.

(2). Every judgment debt shall bear interest at the rate of six per cent. per annum until it is satisfied.

(3). Unless it is otherwise ordered by the Court, such interest shall be calculated from the time of the rendering of the verdict, or of the giving of the judgment, as the case may be, notwithstanding that the entry of the judgment upon the verdict, or upon the giving of the judgment, shall have been suspended by any proceedings in the action, whether in the court in which the action is pending, or in appeal.

(4). Every judgment, decree, rule or order of any court, whatsoever, in any civil proceeding, whereby any sum of money, or any costs, charges or expenses are made payable to any person, shall have the effect of a judgment, under this Act, and the amount payable thereunder shall be deemed to be a judgment debt within the meaning of Section 2 of this Act.

The Council, by resolution, endorsed the principle of this draft Bill.

EMIGRATION FROM AUSTRALASIA.

Early in last year the Board received a communication from Mr. Gordon Kirkpatrick, of Brisbane, stating that there were a large number of persons, with a certain amount of means, who could not purchase agricultural lands in Australia, and he considered that a large number of this class could be induced to emigrate to Manitoba as settlers. The Council referred this letter to the Western Canada Immigration Association, as the best means of having correspondence carried on with Mr. Kirkpatrick. The Association has taken the matter up with the Department of Immigration at Ottawa, and the Board has since received a communication on the subject from the Hon. Clifford Sifton, and it is likely

that the matter will receive due attention during this year, when it is expected active work will be carried on in the direction of immigration.

COURT OF INTERNATIONAL ARBITRATION.

In February last the following copy of a resolution was received from the Chamber of Commerce, at Rochester N.Y., with a request that this Board endorse the principle therein outlined :—

“Whereas, This Chamber represents the commercial interests of one of the large cities upon an international border land and common channel and water boundary, between two peoples engaged in like pursuits and of a common origin, each alike desirous of peace with honor, and deprecate war or that armed neutrality foreign to this continent ; and

“Whereas, Needless rumors of war and misunderstandings are subversive of business interests and our common development, and the preservation of rights of individuals and states through the medium of negotiations and temporary arbitrations have been awkward and unsatisfactory ;

“Resolved, That the present situation affords an international opportunity for a permanent remedial understanding ; and

“Whereas, Upon the one side there is a republic, a federation of sovereign states, with a Federal Tribunal decisive of the rights of those states, and between the citizens of each ; and upon the other side a federation of provinces, in all respects republics save allegiance, in one Dominion, with a similar court of appellate jurisdiction, and this Dominion a colonial dependence in a federated Empire, with the judicial committee of its Privy Council the final arbitrator ; and

“Whereas, The procedure of these courts and the jurisprudence of all these peoples is a growth under one common

law, and the decisions of their courts interquotable and respected in authority ; and

“Whereas, The Hon. Charles A. Towne has presented a resolution directing the Committee on Foreign Affairs of the House of Representatives in the Congress of the United States to report on the practicability of the establishment of a permanent Court of Arbitration, constituted for the decision by rules of law, of all controversies between the peoples and governments of the United States and the British Empire, except those involving the honor or autonomy of either. And also for the speedy and amicable adjustment of the boundary line between this country and the possessions of Great Britain ; therefore,

“Resolved, That the Chamber of Commerce of Rochester, New York, heartily endorses the purpose of such resolution, and that copies of these resolutions be sent to similar Boards of Trade in the border cities of the United States and Canada.”

After being discussed by the Council the following resolution was passed and forwarded to the Rochester Chamber:—

Resolved, “That the Council of the Winnipeg Board of Trade, having duly considered the resolution forwarded by the Rochester (N.Y.) Chamber of Commerce, relating to the establishment of a Court of International Arbitration, constituted for the decision, by rules of law, of controversies arising between the British Empire and the United States, hereby expresses its full approval of the tenor of the said resolution, and hopes that proceedings will speedily be taken in the direction of amicably settling all international differences by a just and impartial tribunal, and that such tribunal when established may effectually prevent the possibility of any interruption to the friendly feeling existing, and which should always exist, between the British Empire and the United States.”

The Council include this correspondence in their report, it being of special interest in view of the fact that, within the last few days, there has been made public the text of a proposed treaty between Great Britain and the United States on the subject of International Arbitration.

CUSTOMS CARTAGE CHARGE.

Some time ago the matter of the Customs Cartage charge in Winnipeg was taken up with the then Comptroller of Customs, but no relief was obtained. The following letter from the Hon. Joseph Martin, therefore, contains information that will prove of great satisfaction to the mercantile community of Winnipeg :—

“Recently, while in Ottawa, I brought to the attention of the Hon. Mr. Paterson, Comptroller of Customs, the fact that in Winnipeg importers were obliged to pay the cartage on goods in connection with the removal to the examining warehouse, and that such was not the practice in other large cities of Canada. I am glad to be able to inform you that the Comptroller has decided to recommend that Winnipeg be placed upon the same footing as other cities, after the end of the present financial year, so that, beginning with the first of July next, importers in Winnipeg will have no charges to pay for these services.”

The thanks of the Board were conveyed to Mr. Martin for his action in this matter.

BRITISH ASSOCIATION MEETING IN CANADA.

The Council took up, with the local committee of the British Association meeting in Toronto, the matter of en-

deavoring to have as many members as possible of the Association visit Manitoba and the West, immediately after their meeting in August, 1897. The committee has replied that they will lend every assistance in carrying out the views of this Board, and have already interviewed Sir William Van Horne on the subject. Sir William stated that, in his opinion, it would be better for the members of the Association, and for the country, that the visitors should not go in a body, but singly, or in small groups and at their own convenience. This arrangement would allow them to see more of the country than if they were to go all in one excursion train. He intimated that he would very early consider the matter and determine what the Canadian Pacific Railway Co. would do. The Council have written Sir William, and urged that every endeavor be made to have the members of the Association visit the Western country.

CROW'S NEST PASS RAILWAY.

At a general meeting of the Board, on the 3rd of November, 1896, the following resolution was unanimously adopted, and a copy forwarded to the Minister of Railways and Canals:—

“Whereas, the present railway and water route for traffic through Canada to the southeastern portion of British Columbia is so long and indirect, that, by reason of delay and expense in sending goods over it, business cannot be properly transacted between that portion of British Columbia and other parts of Canada, and trade is thus being diverted from Canada to the United States, and may become permanently diverted, unless better transportation facilities are established.

"And whereas, business and trade with the people of that portion of British Columbia is rapidly increasing, and likely to more largely increase in the near future, by reason of its mining industries attracting population and capital,

"And whereas, a railway through the southern portion of British Columbia by the Crow's Nest Pass, connecting with the present railway system of Canada, would afford better facilities for the transportation of passengers and goods, and open up a district containing good coking coal, which, if made available, would give a great impetus to those mining industries ;

"Therefore, be it resolved, that the Dominion Government be urgently requested to immediately take such steps as will result in the construction, at the earliest possible time, of a railway through the Crow's Nest Pass, so that those portions of Canada lying east of British Columbia may have better means of communication and trade with the Kootenay and Okanagan Districts of British Columbia, and so that such trade may not become diverted from Canada."

The matter is now under consideration by the Government, and this Council trust that some active operation will be carried on this year. After the Board had taken action as above, the following resolution was received from the Lethbridge Board of Trade, with a request that we should cooperate with them :—

"Whereas, the projected railway through Crow's Nest Pass will be a most important factor in developing the mineral resources of British Columbia on one side of the Rocky Mountains and the agricultural and ranching industries of the Northwest Territories on the other side ;

"And that this Pass, being the only one south of that occupied by the Canadian Pacific Railway, is the only means of obtaining access to the immense mineral wealth on the Canadian side of the International boundary ;

"That the preliminary construction work already commenced in this Pass, and the method in which grading has been done, lead very strongly to the conclusion that through certain portions of it the construction of more than one line of railway is impracticable ;

"That nowhere on this continent can an instance be found of any railway company controlling more than one pass through the Rocky Mountains, and the Canadian Pacific Railway Company already controls the only other avenue through them lying within 350 miles of the International boundary, and if this railway is constructed in the near future by a private corporation, even should such corporation not be the Canadian Pacific Railway Company, there is grave reason to fear that that company will control the railway ;

"That, in view of the almost fabulous resources of the Kootenay districts, we feel it would be unwise from a national standpoint, for the Government to part with the control of the only natural channel of transportation to these regions by vesting it in any private corporation, or to suffer anything to be done that may prevent the possibility of future railway competition ;

"Therefore, be it resolved, that in the opinion of this Board it would be for the best interests, not only of the Territories and British Columbia, but the Dominion at large, that the projected railway through the Crow's Nest Pass should be constructed and operated by the Government of Canada, or in the alternative, if the former course should be deemed impracticable or impolitic, and the construction of the railway be left to a private company, that the right to have running powers over that portion of the railway through or at either outlet of the Crow's Nest Pass shall be preserved for any railway or railways, hereafter desiring it, to be exercised upon such terms as the Railway Committee of the Privy Council may deem proper."

As the Board had already taken action, the Lethbridge Board was informed of the fact.

EXPERIMENTAL FARM.

In October, the matter of an Experimental Farm for the eastern part of Manitoba was considered by the Board, and the accompanying resolution was passed and forwarded to the Department of Agriculture, at Ottawa :—

Resolved, "That for the purpose of assisting in the development of the great agricultural interests, upon which the extent and prosperity of trade and every other interest in this country so much depend, in the opinion of this Board, owing to the varying conditions from the western portion of the Province, the establishment by the Dominion Government of an Experimental Farm near Winnipeg for the section known as the Red River Valley, would be a most desirable and useful auxiliary."

Correspondence has been had with the Department of Agriculture, since the passing of the above resolution, and the Council has been informed that an Act would be required to enable the Government to establish the Experimental Farm sought for. The Minister is now considering the question, and will arrive at a decision before the meeting of Parliament.

APPOINTMENT OF CANADIAN COMMERCIAL AGENTS ABROAD.

The Council considered the matter of securing for Canada, in European countries, commercial representatives, who would act for Canada in commercial matters, as consular agents of Great Britain do for the trade of the Mother Country, and arrived at the conclusion that the plan suggested in the following resolution was the right one :—

Resolved, "Whereas, the most suitable and most desirable settlers for Canada, outside of those from the British Isles, are to be obtained from the Continental countries of Northern Europe, in nearly all of which countries the work of foreign emigration agents is forbidden by law ;

"And whereas, the United States, and other nations of America, have in all such countries numerous consuls and vice-consuls, many of whom hold office without emolument, and whose duties imply the furnishing of information regarding their country and its resources to all intending emigrants applying to them for such information, thus doing the work of emigration agents as far as the laws of the countries in which they reside will permit, and securing for the country they represent the bulk of the overflow of population from those nations of Northern Europe.

"And whereas, Canada, as a Colony of Great Britain, not having the rights of appointing consular or other agents having direct diplomatic relations with foreign countries, and being only one of the many Colonies of the Empire not in a position to expect British Consuls to do for the Dominion the work which United States Consuls and Vice-Consuls do for their own country in the interests of immigration, therefore Canada works under great disadvantages, and has heretofore been powerless to secure anything like a fair share of the valuable class of settlers, who have flocked from the countries of Northern Europe to the new world.

"Therefore, be it resolved, after careful consideration of this anomalous and disadvantageous situation in which Canada is placed, this Board would strongly urge the appointing by the Dominion Government of a regular staff of Commercial Agents-General, one to each of the countries referred to who could each have numerous deputies in leading points of each country ; and that one leading duty of such agents and their deputies should be to furnish to applicants in search of a home in the New World, the fullest information regarding the resources of our Dominion and its advantages as a new land to settle in, always, it is scarcely necessary to say, con-

fining their efforts, in this work, strictly within the limits of the laws of the country in which they may reside.

"This Board sees also, in this arrangement, a valuable power in furthering the trade interests of both importers and exporters of the Dominion, enabling importers to deal direct with foreign manufacturers, instead of through British middlemen, and also enabling exporters of grain and other Canadian products, to deal direct with Continental European purchasers, instead of through the commission houses of London Liverpool and New York, as has been the general rule heretofore."

Copies of the above resolution were forwarded to every Board of Trade in Canada, some one hundred and thirty in all, with a request that they take steps to endorse the principle therein contained, and make representations to the Dominion Government and their representatives in Parliament, that action should be taken to carry this plan, of securing representation abroad, into effect. Many Boards have answered, expressing their approval of the suggestions made by this Board, and promising to support the movement.

BRUSSELS INTERNATIONAL EXHIBITION, 1897.

The London, England, Chamber of Commerce notified the Board, in July last, that Her Majesty's Government had accepted the invitation of the Belgian Government to be represented at the International Exhibition, to be held in Brussels in 1897; and the Government requested the London Chamber of Commerce to organize a British section. The London Chamber were desirous that Colonial products should be included in this exhibition, and asked the assistance of Canadian Boards of Trade to secure a proper representation

of Canadian exhibits. The Council took up this matter with the Manitoba Department of Agriculture, and it is probable that an exhibit of Manitoba products will be made. The Council also secured permission from the Dominion Department of Inland Revenue to provide, from the stock of official grain standards, so far as possible, any exhibits that might be useful. Authority was also obtained to have any samples of the standards, which might be placed in suitable glass vessels, officially sealed by the Department, so that actual samples of our grains could be placed on exhibition.

STREETS OF THE CITY.

Owing to the heavy rains^s of last spring, the unpaved streets of the city were in a very bad condition for traffic, so much so, as to entail great loss to the mercantile community. The Council considered it to be their duty to make some representations to the City Council on behalf of the Board, and a copy of the following resolution was forwarded to the City Council, the President, at the same time, being requested to offer, on behalf of the Board, to His Worship the Mayor, any assistance that the members of the Board could give in devising some scheme for the improvement of the city streets, at not too expensive a cost :—

Resolved, "That this Council of the Winnipeg Board of Trade, now place on record their opinion, that the best interests of the City of Winnipeg would be served, if the Board of Aldermen would at once take under their consideration the urgent necessity existing for the proper pavement of the streets of the city on an extensive scale. They are of the opinion that the streets, during the past two months, have been

in a condition disgraceful to a city which claims to be progressive and enterprising ; and further, they are of the opinion that the bad condition of the streets is seriously affecting the business interests of the city."

A week later, the Manitoba Board of Fire Underwriters proposed to this Board that the two Associations should jointly represent to the City Council the matter of the condition of the streets, but as this Council had already acted in the matter, and the City Council already had the matter under consideration, it was felt that we could take no further action at that time.

In October, as no active measures had been taken in the direction of the improvement of the streets, the matter was considered at a meeting of the Board, which resulted in the following resolution being passed and forwarded to the City Council :—

"Whereas, in the business interests of the city, it is of the utmost importance that the streets of Winnipeg should be improved ;

"And whereas, it has been announced that the Canadian Pacific Railway have agreed to grant, for the next two years a low freight rate on paving material, as an inducement to the citizens to improve the streets ;

"Therefore, be it resolved, that this Board respectfully urge upon the Mayor and City Council the importance of taking advantage of the offer now made by the Canadian Pacific railway, and request that they will take such steps as may be necessary to have the principal streets of the city paved during the ensuing year ; and further, that a copy of this resolution be forwarded to the Mayor and City Council, with a request that they will give the matter their earliest and best consideration."

A short time after, the Legislative Committee of the City Council invited this Board, with other business Associations of the city, to send six delegates to a meeting of that Committee to discuss the frontage system of taxation for the improvement of the city's streets and pavements, in general. Delegates were sent, and, after holding some meetings with the Legislative Committee, the conference recommended to the City Council that several miles of streets in the city be macadamized during 1897. Action is now being taken in that direction by the City Council for this year.

CUSTOMS POSTAL PACKAGE OFFICE.

The Council last year reported that, notwithstanding the many requests made to the Customs and Public Works Departments at Ottawa, that they should carry out the promises made, to arrange for the removal of the Customs Postal Package Office from the inconvenient position in the Examining Wareroom, at the south end of the city to the Post Office building, so that no delay would ensue after the arrival of foreign mails for the delivery of packages subject to Customs duties, nothing had resulted. Immediately after the annual meeting the Council took up this matter anew with the Comptroller of Customs, and, after considerable correspondence, secured the fulfilment of the promise so often made. We are pleased to report that this office is now situated in the Post Office building in the centre of the city, to the great convenience of the public who receive packages by mail from foreign countries.

C. P. R. STORE CARS.

The Board of Trade at Revelstoke, B. C., addressed a communication to this Board, in March last, on the subject of certain store cars run by the Canadian Pacific Railway Co. between Donald and Kamloops, complaining that these cars competed against the trade of the merchants in that district. The Board requested that we should interview the C. P. R. authorities and assist them in endeavoring to secure the removal of these cars. The Council referred the communication to the officials of the Canadian Pacific Railroad, and asked that they should explain their views on the situation. Mr. Henry Abbott, General Superintendent of the Pacific Division, kindly answered the Board at length, giving details of the operation of their store car, and stated that the supplies for such cars are charged full freight rates, so that there was no advantage, as to prices, in that respect over ordinary dealers; that there are long stretches of road where it would be very inconvenient for section men, especially, to obtain supplies, and that such supplies would cost considerably more, owing to the fact that the men would have to lose time going to stores, and their supplies would be subject to delay, incidental to shipment, and that, in some cases, the section men live at a distance from the station, where ordinary trains stop, so that a large number of men would be put to great inconvenience and extra cost to obtain their supplies from store-keepers. It was for these reasons that the store car was inaugurated, and the sale to outsiders is entirely prohibited, as well as to employees of the road at Donald, Revelstoke, Salmon Arm and Kamloops. Only three men are employed in connection with the store car service.

A copy of Mr. Abbott's letter was forwarded to the Rev-
elstoke Board, and the Council could not see that they could
do anything more.

THE NAVY LEAGUE IN CANADA.

The Navy League in Canada, Toronto Branch, addressed
a communication to this Board, in December last, requesting
an endorsement of a memorial prepared by that Association,
amongst other things referring to the advisability of providing
for the enlisting and enrolment abroad of Canadian seamen
as members of the British Navy Reserve, and that the time
had arrived for the adoption, by Great Britain and her present
Colonies, of a comprehensive scheme for the protection of
the inter-British trade routes by lines of mercantile cruisers,
liberally subsidized, to be exclusively manned and officered by
a Royal Navy Reserve, that the system be reformed and ex-
tended so as to admit of the enrolment abroad of Colonial sea-
men, such ships to carry at all times a gun of the latest pat-
tern for drill purposes, with full war equipments stored at the
termini of their respective routes.

The Board, after due consideration of the suggestions
made, decided that they were not in possession of sufficient
data to pronounce an opinion on the League's proposition.

LONDON CHAMBER OF ARBITRATION.

This Board was requested by the London, England,
Chamber of Arbitration, to draw the attention of its mem-
bers, and the public generally, to the advantages offered by

the Chamber for the settlement of commercial disputes. The Council gave the subject matter of the following statement to the press, in March last, and it is again presented to the Board for publication with the annual report. The scale of fees is on file in the Secretary's office, and may be consulted by members when desired.

Guildhall, E. C., March, 1896.

Dear Sir :—I am directed to bring under the notice of your Chamber the advantages of the London Chamber of Arbitration for the settlement of commercial disputes.

The Chamber was established in 1892, by the Corporation of the City of London, with the co-operation of the London Chamber of Commerce, its object being to provide facilities for disputants wishing to settle their differences without recourse to litigation, and it is under the management of a Committee composed of members of the Corporation and the London Chamber of Commerce.

The Chamber is open both to voluntary applicants and for the arbitration of cases referred by the Courts of Law or the Judges thereof, and its decisions have the legal force and effect of a verdict in the High Court.

The Arbitrators, who are nominated by the London Chamber of Commerce and appointed by the Corporation, are gentlemen qualified either by long business experience or special trade knowledge, or both, to act in that capacity.

All proceedings are private and confidential, and no persons, other than the official witnesses, are allowed to be present at the hearing of disputes, except such as the disputants may mutually request to be present.

Disputants may conduct their own cases or be represented by Legal Advocate, or by a clerk or other person in their permanent employment; or, in case they reside and carry on business at a distance of more than fifty miles from the Chamber, by their London permanent business agent.

The average time occupied in the disposal of cases which have been heard in the Chamber, from the lodging of the submission to the award, has been ten days, but it is quite possible, all parties being ready, to dispose of a case in one day. The amount of fees in each case has not exceeded, on an average, Five Guineas, and this notwithstanding that several important disputes, involving in some instances large sums, have been dealt with.

The simplicity, rapidity and inexpensiveness of the arrangements, resulting in the satisfactory settlement of business differences, have been testified to by all those who have had experience of the working of the Chamber.

I am therefore directed to ask that you will be good enough to lay this communication before the Council of your Chamber, and to suggest that the Chamber should advise its members to insert in their London contracts the following clause :—"All disputes which may arise relating to this contract shall be submitted to arbitration, under the rules for the time being of the London Chamber of Arbitration."

The Scale of Fees is enclosed herewith.

I am, Dear Sir,

Yours faithfully,

CHARLES F. MONCKTON,

Registrar.

EXTENSION OF CANADIAN TRADE.

The Minister of Trade and Commerce, in August last, requested this Board to send any suggestions they might have to offer on the subject of the possible extension of trade of the Dominion in various directions. The Council referred the matter to a committee, who made the following report :—

Winnipeg, October 14th, 1896.

To the Council of the Board of Trade, City.

Gentlemen :—Your Committee, to whom was referred the communication from the Department of Trade and Commerce asking as to the methods whereby, in the opinion of the Board, existing trade could be increased or new traffic developed in any direction, beg leave to report :—

First. That, in the opinion of your Committee, a reduction in the customs tariff would aid materially in developing trade ; that in particular those duties which press harshly on the farming community should be materially reduced.

Second. It is most desirable that means should be taken by the Dominion Government to cause a reduction of charges on produce by the Canadian Pacific Railway Company on the Western Division, especially on outgoing produce, in order that our farmers should have the best possible encouragement, and not only be able to succeed themselves, but thereby to aid in the bringing in of their old friends and countrymen to share in their success.

Third. That means should be taken to prevent discrimination at Fort William in favor of or against any given boat or lines of boats, in order that the greatest possible competition should be had from that point eastward in the carrying out of our produce and bringing in of merchandise.

Fourth. That direct routes of travel should be opened into the interior of British Columbia, under Government control as to rates, in order that all sorts of produce, as well as merchandise, required in the mining regions, should be had from this country, thereby materially aiding our farmers in the sale of produce, which, in many cases, cannot otherwise find a satisfactory market, and also in retaining a large and growing trade within the Dominion.

Fifth. That a vigorous immigration policy should be

inaugurated and carried out in a thorough business-like manner.

All of which is respectfully submitted,

J. H. ASHDOWN,
Convenor.

The above report was adopted by the Council and forwarded to the Minister, and in due course there was received an acknowledgement, which contained the following clause : "I have to request you to cordially thank the Board for the very kind interest taken in the matter, and for the suggestions that they have embodied in the report, and to assure them that the matter will be, with other reports of a similar nature, placed before the Minister for his consideration and such action, in connection therewith, as he may deem advisable in the best interests of the trade of the country."

QUARANTINE OF SETTLERS' CATTLE.

Your Council of last year, acting originally on a report of the Committee for the settlement of vacant lands, brought to the attention of the Board the hardship entailed on immigrants, who brought their farm cattle with them from the United States, by a quarantine of ninety days at the International boundary line. The Council, after consulting with the most extensive Manitoba cattle exporters, who assured the Board that the export trade would not be adversely affected thereby, at some length petitioned the Dominion Government to have this quarantine abolished, with a provision, if it was considered necessary, that a rigid inspection of such cattle be made in lieu of the quarantine.

The late Government, as the Council was informed by the Hon. T. M. Daly, who took an active interest in the proposition contained in our petition, had the matter under consideration when they went out of power.

The Council took up the matter anew with the present Dominion Government, strongly urging the abolition of the quarantine. From time to time, in communications received from the Department of Agriculture, the Council has been informed that the matter was receiving the attention of the Government, and we are now glad to inform the Board that steps have been finally taken for securing the repealing or modification of the quarantine law.

ST. ANDREW'S RAPIDS.

Early in last year urgent appeals were again made to the Dominion Government, in regard to an appropriation for the St. Andrew's Rapids improvements, and the statement was made in the House of Commons, by Hon. Mr. Haggart, that it was the intention of the Government to do something in that direction, but the disturbance in public matters, by the political situation of last year, did not permit of any practical results.

In October last, the Council, learning that the Hon. J. I. Tarte, now Minister of Public Works, would visit Winnipeg, appointed a committee to interview him on the subject of the Red River improvements, and requested the City Council to appoint a committee, so that, as in the past, the two bodies would act conjointly in this matter. A public meeting was held in the City Council Chamber, at which Mr. Tarte was present, when representatives of the Board and City Council

strongly urged upon him the extreme desirability and necessity for the Dominion Government making adequate improvements in the Red River, which is a navigable stream under the jurisdiction of the Dominion. The Hon. Mr. Tarte, in replying, stated that he would go into the matter fully, and had already wired his Chief Engineer to come on to Winnipeg to make a personal inspection of the Rapids, with a view that his Department might have full information to base a decision upon. He also spoke very favorably of his impression of the necessity of this important work, and a few days afterwards, in company with the members of the Committee, and Messrs. J. M. Macdonell, M. P., and R. L. Richardson, M. P., visited the Rapids and made a personal inspection. Chief Engineer Coste also visited the Rapids with City Engineer Ruttan, and went fully into the matter with him.

The Council trusts that, in view of the statements made by Mr. Tarte and Mr. Coste, while in Winnipeg, and since they have returned to Ottawa, a substantial sum will be placed in the estimates, to be presented at the next session of Parliament, to actively prosecute this work.

EXTENSION OF C. P. R. TO FOXTON.

A committee of this Council was appointed to consider an application for the assistance of the Board, made by some residents of Rockwood Municipality in the neighborhood of Foxton, Manitoba, to endeavor to secure for them the extension of a branch of the C. P. R. to that point, the Committee to see if there was sufficient reason to justify the Board in going to the Local Government to ask aid for such extension,

and to secure information as to area, crops, etc., in the district affected. After correspondence with the petitioners, and of the consideration of several letters written by General Superintendent Whyte and Sir William Van Horne, the Committee reported that they were not willing to go to the Government to ask for something that they could not endorse, and that they could not make up their minds to ask for a grant of one hundred and twenty thousand dollars for fifteen miles of road under the circumstances of the situation, as it existed.

DOMINION FLOUR STANDARDS.

A member of our Board of Flour and Meal Examiners, Mr. Robert Muir, as Secretary of the Northwest Millers' Association, was present at the meeting at Montreal for the selection of flour standards. This is the first time, for some years that Manitoba has been represented at this meeting. Official samples of the standards selected have been received by this Board from the Department of Inland Revenue, and are filed for use by the public under the provisions of the General Inspection Act.

GOVERNMENT AIDED DAIRY PRODUCE AGENT.

Last spring a member of this Board made complaint to the Council that the Manitoba Dairy Association, whose chief revenue is a grant from the Local Government, had issued a circular informing manufacturers of dairy products that they had established an agent in the city, amongst whose duties was included "selling on consignment." The complaint stated

that it was unfair to persons regularly engaged in the handling of dairy products that the Government should subsidize an Association to engage in the same trade. On investigation it was learned that the circular complained of had been superseded by one in which the objectionable feature had been eliminated.

VISIT OF JAPANESE CONSUL.

His Imperial Japanese Majesty's Consul for Canada resident in Vancouver, B. C., wrote the Board, in March last, that he intended visiting Winnipeg, and would like to meet members of the Board, with the object of promoting trade between Japan and Canada. On the arrival of Consul T. Nosse, the Vice-President and Secretary met him and introduced him to business men engaged in lines of trade that he desired to investigate.

BOARDS OF EXAMINERS.

The election of Boards of Examiners, as required by the General Inspection Act, was held at the midsummer meeting of the Board, and resulted as follows :—

GRAIN EXAMINERS.

Messrs. S. A. McGaw, J. A. Mitchell, S. Nairn, S. Spink
D. G. McBean.

FLOUR AND MEAL EXAMINERS.

Messrs. S. Nairn, R. Muir, S. Spink, F. W. Thompson.
C. H. Steele.

HIDE AND LEATHER EXAMINERS.

Messrs. P. Gallagher, E. F. Hutchings, H. Leadley, A. Carruthers, F. W. Reimer.

PACIFIC CABLE MONOPOLY.

A communication was received from the Hong Kong Chamber of Commerce, requesting this Board to take up the question of telegraphic rates, and lend assistance in any scheme for laying a cable across the Pacific, either from some point in Canada, or the United States, to China and Hong Kong Colony. As the Government of Canada is already working in the direction of securing cable connection between Canada and the Australasian Colonies, the Council felt that they could not further assist.

ROAD BETWEEN BROKENHEAD AND BEAUSEJOUR.

A Ratepayers' Association, meeting at Tyndall, Manitoba, in June last, forwarded a resolution to the Board on the subject of the state of the road between Brokenhead and Beausejour, with an urgent request that the Board assist them by representing their difficulties to the Local Government. Communication was had with the Department of Public Works, and it is understood that the Department afforded relief.

VICTORIA BRIDGE DISASTER.

In common with all the people of Canada, the members of this Board were desirous of expressing sympathy with the

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people of Victoria, British Columbia, in May last, when the terrible bridge accident occurred at that city, and which resulted in the loss of many lives. The Board telegraphed the Mayor of Victoria, expressing their sympathy, an answer to which was received in the form of a letter from the Mayor.

U. S. GOVERNMENT REPORTS.

By the kind assistance of United States Consul Duffie this Board has been placed upon the list, in the Department of State at Washington, for copies of all monthly and special Consular Reports. We now receive, regularly, most valuable reports from many American Government Departments, and in return are glad to reciprocate by frequently furnishing information, of varied character, asked for by them.

LOCAL ADVERTISEMENTS.

Of late years the Board has been frequently approached by the proprietors of magazines and newspapers, published in the United States and Canada, for assistance and contributions towards the publication of descriptive articles on Winnipeg, and this year has been no exception to the rule. On principle, the Board has steadily declined to enter into such projects, or recommend them to the City Council.

JUDGES FOR OATMEAL.

In August, the Board was requested by the Winnipeg Industrial Exhibition Association, to name two gentlemen

competent to judge samples of oatmeal. This request was referred to the Board of Flour and Meal Examiners, who named Messrs. R. J. Campbell and E. B. Nixon.

ANNUAL BANQUET OF THE BOARD.

As is within the knowledge of every member of the Board, the banquet held on the evening of the last Annual Meeting was, in every respect, a thorough success. The speeches made, as reported, were copied by many Eastern Canadian and British newspapers, and served a very useful purpose in making known the extension of trade in the West, and the development of the country. The Council is firmly of the opinion that much good results from these annual gatherings of the Board, and, while the social side is thoroughly enjoyed by all who attend, there is a semi-official authority to the statements made in the speeches, that bear more weight than if emanating from the purely social gathering of almost any other institution in the city.

At the last General Meeting of the Board, the Council was instructed to make arrangements for a banquet for the evening of this day, and it is urged that members will support the Committee in the efforts which they have made to render this banquet most successful.

THE BOARD'S LIBRARY.

The Library of the Board this year quite outgrew its quarters, and the Council found it advisable to secure a large addition to their book cases. Nearly one hundred dollars

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was also spent on special books, and the addition of these, with the large number of Government and Trade Organizations' reports received, has made a most substantial increase to the number of volumes now owned by the Board.

BOARD EXCURSION TO KOOTENAY.

Last autumn arrangements were made for an excursion for members of the Board, and others, to the Kootenay district. Several members of the Board took advantage of the special rates offered by the C. P. R. and Northern Pacific. While no formal report has been received from the excursionists, individually they have informed the Council that the trip was exceedingly pleasant and profitable to all.

AUDITORS.

The Council appointed Messrs. T. Harry Webb and S. A. McGaw as auditors for the accounts of the Board.

GEORGIAN BAY CANAL PROJECT.

An invitation was sent to the Board for its members to join in a deputation to Ottawa for the purpose of interviewing the Minister of Railways and Canals on the subject of the Georgian Bay Canal Project. Mr. McLeod Stewart, of Ottawa, intimated his intention of coming to Winnipeg to address the Board on this subject, but, owing to circumstances which arose, he was unable to do so, and no action was taken in the matter.

MISCELLANEOUS SUBJECTS.

A large number of matters, not here reported in detail, have received attention by the Council, such as :—

An inquiry as to the field presented in Winnipeg for establishing a wire and wire cloth manufactory.

The introduction of a thresher for threshing and bundling flax.

The unsatisfactory train service at several points.

Providing views of Manitoba scenes for illustrated Trade Journals.

Information concerning vacant lands near Winnipeg.

Statistics of Manitoba's acreage and grain yields.

Prospects of exporting meats and dairy produce to Washington Territory.

Government free grant lands in Manitoba, etc., etc.

CHANGES IN BY-LAWS.

Changes were regularly made in the By-Laws of the Board, by providing for the reduction of the entrance fee for new members to ten dollars (which covers the first year's dues), and making their election by the Council, instead of by the Board, as heretofore prevailed.

INCREASED MEMBERSHIP.

The Council is pleased to inform the Board that a substantial increase was made to the general membership during the last year. The increase by new members was : Messrs.

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John Arbuthnot, A. C. Archibald, A. A. Andrews, Thomas Bulman, A. J. Bannerman, S. M. Barre, W. R. Baker, William Blackwood, Alex. Brown, M. Bull, A. F. Banfield, T. T. W. Bready, A. Carruthers, H. Cameron, G. H. Campbell, D. J. Dyson, D. R. Dingwall, W. M. Fisher, John Girvin, F. J. Holland, G. F. R. Harris, William Hutchinson, R. W. Jameson, Angus Kirkland, W. T. Kirby, Robert Kerr, H. M. Lambert, A. W. Law, H. Leadley, Joseph Maw, W. A. McMahon, W. A. Matheson, Alex. Macdonald, J. J. H. McLean, T. B. Phepoe, John Paterson, W. H. Pambrun, R. L. Richardson, Jerry Robinson, R. A. Rogers, F. Reimer, I. M. Rose, W. T. Rutherford, R. R. Scott, J. C. Smyth, H. C. Stovel, F. W. Sprado, A. E. Scott, J. B. Somerset, W. W. Scrimmes, H. Swinford, Horace Wilson, H. S. White, William Whyte, Benjamin Wilson.

Making a total membership of 157 now on the roll.

DEATHS.

The Council regret to have to place on record that during the past year two members of the Board were removed by death ; Mr. W. F. Henderson, an old member of the board and Mr. John Paterson, who had joined but a few months previously.

DOMINION TARIFF COMMISSION.

In view of the fact that a committee of the Dominion Government has been sitting as a commission in many of the eastern cities, to take voluntary evidence offered them as to the present Customs Tariff and its workings, the matter of

the advisability of having the commission sit in Winnipeg, so that the people here who desired to present evidence would have an opportunity to do so, was discussed at a general meeting of the Board, on the 6th of January, 1897, and resulted in the passage of the following resolution, and a motion to refer the same to the Council for action :—

“Whereas, the Winnipeg Board of Trade has, from time to time, endeavored to lay before the Dominion Government the requirements of Manitoba and the Northwest so far as the fiscal policy of the country is concerned ;

“Whereas, the late Dominion Government did, in the year 1893, institute an inquiry into the workings of the existing Customs Tariff, and did, on the representation of this Board, agree to, and did, visit this city, and this Board did lay before the said commission their views in regard to the same ;

“And whereas, the present Government has again instituted an enquiry on the same matter, and are believd to intend to make greater changes than those that were intended, or brought about, by the late Government ;

“Therefore, be it resolved, that this board think it most important that the Tariff Commission now instituted, and taking evidence in the eastern portions of the Dominion. should visit this country and take evidence at this point, and in other points through the country, as to our requirements. and would respectfully request the Hon. Mr. Fielding, Minister of Finance, to cause this to be done, and at the earliest practical moment to inform the Board of the date when such commission can be expected. And further, if it is found impossible on account of time for the commission to come here. that the Board be informed of the fact at the earliest possible moment, so that a memorial may be made up and as good a presentation of the requirements of this country as possible under the circumstances be had in that way.”

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Motion :—“That the matter of the Tariff Commission as referred to in the preceding resolution, be referred to the Council, with instructions that they endeavor to make full arrangements for sittings of the Commission in Winnipeg, and lay before the Commission a memorial on the tariff as approved by a meeting of this Board ; and also for the hearing of individual members ; and that, in case the Commission does not sit in this city, then, that a memorial be prepared and submitted to the full Board for consideration.”

The Council immediately thereafter communicated with the Hon. Mr. Fielding, who has informed them that the Commission will sit in Winnipeg at a date yet to be named. The Council has taken no further action, leaving that duty to their successors.

F. H. MATHEWSON,

President.

CHAS. N. BELL,

Secretary.

Treasurer's Statement

For the year ending 31st December, 1896 :—

RECEIPTS.

To balance from last year.....	\$ 566 17	
To entrance fees and subscriptions....	1580 00	
To interest	17 70	
		\$ 2163 87

DISBURSEMENTS.

By salary of Secretary	\$ 900 00	
By rent (share)	100 00	
By furniture	108 90	
By library	88 25	
By postage and notices	71 10	
By printing	61 80	
By stationery	22 00	
By telephone (share)	15 00	
By telegrams	12 28	
By miscellaneous	80 90	
		\$ 1460 23
Balance in Bank		\$ 703 64

No liabilities.

Audited and found correct,

T. HARRY WEBB,
S. A. McGAW,
Auditors.

ANDREW STRANG,
Treasurer.

In submitting the Annual Statement for the past year, I have to congratulate the Board on the occasion of adding fifty-three new members during the year, and, after allowing for removals and resignations, that the present membership stands at one hundred and fifty-seven, covering those whose fees are fully paid up. In addition to the above number there is also a list of gentlemen elected about the close of the year, who have not yet completed their membership, and whose fees, when paid in, will go into the volume of the receipts for 1897.

I am satisfied that, with continued effort on the part of the Council, and members generally, there are still many desirable business men who could be added to the membership and lend strength to the Board.

As will be seen, the balance to our credit in the Bank of Ottawa is now \$703.64, or \$137.47 more than at the time of the last Annual Statement, and this notwithstanding that the sum of nearly \$200 has been expended in additions to the library, book-cases and furniture.

The accounts have been duly audited, and the certificate of the auditors is attached to this statement.

All of which is respectfully submitted.

ANDREW STRANG, Treasurer.

Died.

Wm. F. Henderson, 21st June, 1896.

John Paterson, jr., 30th September, 1896.

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MANITOBA.

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

	Imports.	Exports.	Duty Paid
1886... ..	\$1,959,837.....	\$ 859,615	\$467,213
1887.....	2,011,183.....	885,041	508,848
1888.....	1,750,048.....	1,304,800.....	457,354
1889.....	2,207,314.....	682,605.....	549,458
1890.....	2,555,235.....	988,384.....	649,027
1891.....	2,796,805.....	1,612,124.....	920,395
1892.....	3,088,443.....	2,078,339.....	775,924
1893.....	2,652,488.....	1,211,078.....	693,293
1894.....	2,253,768.....	1,864,964.....	602,465
1895.....	2,190,570.....	1,611,003.....	484,252
1896.....	2,770,316.....	1,308,505.....	634,840

On account of the most of the merchandise, produce, etc., imported into or exported from this province, being carried from and to the seaboard mainly through Canadian territory, the eastern seaboard ports get credit for the shipments in the customs returns, and consequently the above returns do not cover anything like Manitoba's trade with foreign countries. Especially is this the case in the matter of exports of cattle, wheat and flour; the customs ports in Ontario and Quebec receiving credit for practically the whole exports of Manitoba and the Northwest Territories along these lines.

Inland Revenue collections, Winnipeg Division, for years ending 30th June, 1894, 1895 and 1896.

1893-4.

Spirits	\$209,099 90
Malt liquor	425 00
Malt	29,255 20
Tobacco	164,362 61
Cigars	9,309 90
Petroleum inspection fees	1,298 50
Seizures	75 00
Other receipts	600 00
	<hr/>
	\$ 414,426 11

1894-5.

Spirits	\$185,406 74
Malt liquor	475 00
Malt	21,328 14
Tobacco	162,865 24
Cigars	7,846 80
Petroleum inspection fees	1,050 97
Other receipts	609 00
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	\$ 379,581 89

1895-6.

Spirits	\$218,322 94
Malt liquor	375 00
Malt	17,970 45
Tobacco	174,688 77
Cigars	990 75
Petroleum inspection fees	971 49
Seizures	364 00
Other receipts	579 00
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Total	\$ 423,762 40

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GRAIN STATISTICS.

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

WHEAT.	1887	1888	1889	1890	1891	1892	1893	1894	1895
Class. Grade. Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars	Cars
Hard No. 1	583	663	1401	1575	424	934	4254	6404	4380
" No. 2	657	773	990		2683	4337	1701	206	1898
" No. 3		485			2625	2249	1731	290	8
Northern. . . No. 1	2352		59	1425	146	319	307	589	710
" No. 2	1030		287		531	432	51	20	157
" No. 3	76		35	338	43	106			37
1 Regular					2495				
2 "					2098				
3 "					548				
White Fife.			29			167	86	86	65
Spring No. 1	240						16	93	213
" No. 2	104	2							38
No grade & feed	441	56		630	701	900	164	75	198
Rejected	484	346	162	320	1169	1265	502	789	2578
Commercial									
Grades		1112	338	3276	285	930	20		1680
Total Cars.	5967	3437	3396	10200	13372	11121	7391	8270	13912
WHEAT—Equal to (bus.)	3,878,550; 2,234,050; 2,207,400; 6,630,000; 8,691,800; 7,228,500; 4,811,300; 5,375,500; 9,042,800.								

NOTE.—Returns for six months ending 31st December, 1896, show 4,704,050 bushels already inspected of the crop of 1896.

The crop of 1895 amounted to 32,000,000 bushels. Of this total 3,000,000 bus. were retained for seed and food; 9,042,800 exported after inspection at Winnipeg, and the balance exported as flour, or for inspection at Fort William.

CROP 1896—INSPECTED AT WINNIPEG.

Oats	877,800 bushels.
Barley	120,400 "

MANITOBA'S WHEAT EXPORTS.

(INCLUDING FLOUR.)

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

GRAIN STORAGE CAPACITY.

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

1891	7,628,000	bushels.
1892	10,366,800	"
1893	11,467,100	"
1894	11,817,100	"
1885	12,000,000	"
1896	13,873,000	"
1897	14,999,300	"

MANITOBA'S ASSESSMENT.

According to returns made to the Municipal Commissioner, the number of acres of taxable lands in the province in 1896 was 10,644,672 acres. The total rural real assessment for the year was \$43,400,257.32, and the real assessment of the various cities, towns and villages in the province was \$28,243,657, which together make, as the total real assessment of the province for the year 1896, \$71,643,914.32.

WINNIPEG CLEARING HOUSE.

REPORT FOR 1896.

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

	1894.	1895.	1896.
January	\$ 4,318,346	\$ 4,067,403	\$ 4,977,200
February	3,132,537	2,721,028	4,052,581
March	3,510,411	2,929,438	4,286,623
April	2,958,886	3,093,079	4,032,458
May	3,455,632	4,156,282	4,264,201
June	3,329,427	3,865,184	4,094,841
July	3,570,221	4,038,846	4,961,277
August	3,695,874	3,937,780	4,646,959
September	3,975,406	4,008,906	4,630,706
October	6,786,730	7,911,958	7,585,472
November	6,607,498	8,503,272	8,895,175
December	5,199,672	6,640,454	7,736,945
	<u>\$50,540,647</u>	<u>\$55,873,630</u>	<u>\$64,146,438</u>

The largest and smallest transactions by months, weeks and days during the same period :

	1895.	1896.
Largest month. Nov.	\$8,503,272	Nov. \$8,895,175
“ week. . E'd.7 No.	2,351,555	E'd. 5 No. 2,408,968
“ day . . . Nov. 6 . . .	507,325	E'd. 5 No. 458,358
Smallest month Feb.	2,721,028	April 5. . . 4,032,458
“ week. . Ed.28 Mr	601,910	E'd. Ap.30 710,051
“ day . . . Mar. 11. . .	68,482	April 29. . . 92,893
Average daily clearings. . .	183,192	213,000

The following shows the clearings for the cities in Canada :

	1894.	1895.	1896.
Montreal	\$ 546,600,000	\$ 583,160,000	\$ 527,851,000
Toronto	279,270,739	308,636,054	342,508,000
Halifax	58,778,698	60,978,524	61,146,000
Winnipeg	50,540,647	55,873,630	64,146,000

	1894.	1895.	1896.
Hamilton ...	34,307,856	34,361,139	33,920,000
*St. John ...			17,249,000

\$ 969,497,940 \$1,043,009,347 \$1,046,820,000

*For seven months.

The aggregate clearings at the cities in Canada showed a decrease of .67 per cent. as compared with 1895. The increase for Winnipeg is \$8,272,308 or 14.80 per cent.

Winnipeg this year takes third place.

CITY OF WINNIPEG.

Year.	Assessment.	Population.
1870	—	241
1874	2,676,018	—
1875	2,635,805	—
1876	3,031,685	3,240
1877	3,097,824	3,250
1878	3,216,980	3,273
1879	3,415,065	4,500
1880	4,008,460	6,468
1881	9,156,085	7,977
1882	*30,303,270	11,757
1883	*32,883,200	22,523
1884	*27,444,700	24,700
1885	19,711,605	22,315
1886	19,286,905	20,287
1887	19,392,410	21,164
1888	19,523,890	23,496
1889	18,608,120	24,114
1890	18,612,412	25,002
1891	19,944,270	25,500
1892	20,328,100	30,000
1893	21,692,700	33,000
1894	22,001,330	35,500
1895	22,168,996	38,500
1896	22,560,440	40,000
1897	—	42,150

*Inflated values consequent on the Winnipeg "boom."

WINNIPEG POSTOFFICE STATISTICS.

Year ending 30th June.	Gross Postal Revenue.	Amount Money Orders Issued.	Orders Paid.
1895.....	\$85,722	\$175,306	\$522,975
1896.....	91,417	—————	—————

***MAILED AT WINNIPEG OFFICE.**

Year.	Letters.	Post Cards.	Newspapers. (Not from Office of Publication.)	Other Packages.
1895....	2,516,098	366,054	684,060	53,482
1896....	2,539,914	335,998	1,049,958	74,568

***CITY CARRIERS DELIVERY.**

Year.	Letters.	Post Cards.	Newspapers.
1895.....	1,004,016	133,172	824,564
1896.....	1,190,592	148,252	901,940

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

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