

TWENTY-FIRST

# ANNUAL REPORT

OF THE

## Winnipeg Board of Trade

WITH THE

REPORTS OF COUNCIL, TREASURER,  
COMMITTEES, STATISTICS, Etc.

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*Adopted at the Annual Meeting, held February 6th, 1900.*

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ISSUED BY AUTHORITY OF THE BOARD.

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WINNIPEG:  
The Stovel Company, Printers.  
1900.

Hon.

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A. F. E

W. H.

Jos. Mu

C. J. Br

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J. H. A

Geo. F.

Jas. Red

D. K. E

Jno. Gal

E. L. Dr

W. L.

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K. Mack

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N. Bawlf.

R. Muir

P. Galla

S. Spink,

G. J

S



# Winnipeg Board of Trade.

## OFFICERS AND COUNCIL.

### PAST PRESIDENTS.

|                                              |        |                           |      |
|----------------------------------------------|--------|---------------------------|------|
| Hon. A. G. Bannatyne<br>(deceased) . . . . . | 1879   | R. J. Whitla . . . . .    | 1890 |
| A. F. Eden . . . . .                         | 1880   | Stephen Nairn . . . . .   | 1891 |
| W. H. Lyon (deceased) . . . . .              | 1881   | J. E. Steen . . . . .     | 1892 |
| Jos. Mulholland (deceased) . . . . .         | 1882   | F. W. Stobart . . . . .   | 1893 |
| C. J. Brydges (deceased) . . . . .           | 1883   | W. B. Scarth . . . . .    | 1894 |
| Kenneth McKenzie . . . . .                   | 1884-6 | R. T. Riley . . . . .     | 1895 |
| J. H. Ashdown . . . . .                      | 1887   | F. H. Mathewson . . . . . | 1896 |
| Geo. F. Galt . . . . .                       | 1888   | D. W. Bole . . . . .      | 1897 |
| Jas. Redmond . . . . .                       | 1889   | A. M. Nanton . . . . .    | 1898 |
|                                              |        | E. L. Drewry . . . . .    | 1899 |

### COUNCIL FOR 1899.

|                            |                           |
|----------------------------|---------------------------|
| D. K. Elliott, President.  | Chas. N. Bell, Secretary. |
| Jno. Galt, Vice-President. | Andrew Strang, Treasurer. |

### COUNCIL.

E. L. Drewry, J. H. Ashdown, Wm. Hespeler, D. W. Bole, Jos. Maw,  
W. L. Parrish, Wm. Georgeson, G. F. Carruthers, J. Robinson,  
Neville Bayly, D. E. Sprague, Jno. Stovel, Wm. Whyte,  
Jno. McKechnie, Wm. Brydon, F. W. Thompson.

### 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, Stephen Nairn, G. F. Carruthers.

### STANDING COMMITTEES, 1899-1900.

#### BOARD OF GRAIN EXAMINERS.

S. A. McGaw, Chairman.  
N. Bawlf. S. Nairn. S. Spink. D. G. McBean.

#### BOARD OF FLOUR AND MEAL EXAMINERS.

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

#### BOARD OF HIDE AND LEATHER EXAMINERS.

P. Gallagher. H. Leadley. A. Carruthers. F. W. Rimer.  
E. F. Hutchings.

#### GENERAL GRAIN COMMITTEE.

S. Spink, N. Bawlf, W. A. Hastings, D. G. McBean, S. A. McGaw,  
G. J. Maulson, E. L. Drewry, J. A. Bedy, S. P. Clark,  
S. Nairn, D. H. McMillan, G. V. Hastings, F. W.  
Thompson, Wm. Martin, R. Muir, D. Horn,  
C. H. Steele, T. T. W. Bready,  
G. R. Crowe, W. L. Parrish.

# LIST OF MEMBERS.

(6TH FEBRUARY, 1900.)

## AGRICULTURAL IMPLEMENTS AND CARRIAGES.

| NAME.             | FIRM.                     | BUSINESS.         |
|-------------------|---------------------------|-------------------|
| Agur, R. H.       | Massey-Harris Co.         | Agricultural Imp. |
| Cavanaugh, W. A.  | McCormick Harv. Mach. Co. | Manager.          |
| Hatcher, O. M.    | The Deering Harvester Co. | General Agent.    |
| Hutchinson, H. W. | The Fairchild Co.         | Carriages, etc.   |
| Maw, Jos.         | Jos. Maw & Co.            | Carriages, etc.   |
| Mott, E. A.       | The Cockshutt Plow Co.    | Manager.          |
| Ruby, J. E.       | Frost & Wood              | Agricultural Imp. |

## BANKERS.

|                     |                           |          |
|---------------------|---------------------------|----------|
| Aird, Jno.          | Canadian Bank of Commerce | Manager. |
| Alloway, W. F.      | Alloway & Champion        | Bankers. |
| Bartlett, C.        | Bank of Hamilton          | Manager. |
| Bayly, Neville.     | Bank of B. N. A.          | Manager. |
| Bourgouin, J. H.    | Banque d'Hochelega.       | Manager. |
| Champion, H. T.     | Alloway & Champion        | Bankers. |
| Hoare, C. S.        | Imperial Bank             | Manager. |
| Kennedy, C. A.      | Bank of Nova Scotia       | Manager. |
| Kohl, E. F.         | Molsons Bank              | Manager. |
| MacGachen, A. F. D. | Bank of Montreal          | Manager. |
| McCaffrey, F.       | Union Bank                | Manager. |
| Monk, J. B.         | Bank of Ottawa            | Manager. |
| Patton, F. L.       | Dominion Bank             | Manager. |
| Wickson, A.         | Merchants' Bank of Canada | Manager. |

## BOOTS AND SHOES AND RUBBER GOODS.

|                 |                      |                      |
|-----------------|----------------------|----------------------|
| Andrews, A. A.  | Winnipeg Rubber Co.  | Manager.             |
| Johnston, D. S. | Canada Rubber Co.    | Manager.             |
| Johnson, A. L.  | Ames, Holden Co.     | Whole. Boots & Shoes |
| Rimer, F.       | Kilgour, Rimer & Co. | Boots & Shoes.       |
| Ryan, Thos.     |                      | Whole. Boots & Shoes |

## CATTLE AND PRODUCE.

|                |                         |                     |
|----------------|-------------------------|---------------------|
| Gallagher, P.  | Gallagher & Sons        | Cattle and Meats.   |
| Gordon, J. T.  | Gordon & Ironside       | Cattle Exporters.   |
| Griffin, J. Y. | J. Y. Griffin & Co.     | Pork Packers & Pro. |
| Rogers, R. A.  | The Parsons Produce Co. | Produce.            |

Porter, J.  
Smyth,

Carman,  
Nicholson  
Tees, Jas

Brydon,  
Girvin, J.  
Ritchie,  
Ross, I.  
Wood, D.

Byrnes, B.  
Turnbull,

Banfield,  
Bethune,  
Cornell, S.  
Elliott, D.  
Fraser, D.  
Holiday, J.  
Redmond,  
Riley, R.  
Robinson,  
Stobart, F.  
Whitla, R.

Bole, D. W.  
Martin, E.

Aikins, J. S.  
Brock, J. H.  
Carruthers,  
Crotty, H.  
Fisher, W.

## CHINA AND GLASSWARE.

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

## COMMISSION.

|                |                            |
|----------------|----------------------------|
| Carman, Jos.   | Commission Agent.          |
| Nicholson, Ed. | Commission.                |
| Tees, Jas.     | Tees & Persse. Commission. |

## CONTRACTORS.

|                |             |
|----------------|-------------|
| Brydon, Wm.    | Contractor. |
| Girvin, Jno.   | Contractor. |
| Ritchie, S. B. | Contractor. |
| Ross, I. M.    | Contractor. |
| Wood, D. D.    | Contractor. |

## DOORS AND SASH.

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

## DRY GOODS, CLOTHING, ETC.

|                  |                                               |
|------------------|-----------------------------------------------|
| Banfield, A. F.  | House Furnishings.                            |
| Bethune, A. B.   | J. W. Peck & Co. Wholesale Clothing.          |
| Cornell, S. W.   | Myron McBride & Co. W. D. G. & S. Wares.      |
| Elliott, D. K.   | R. J. Whitla & Co. Whole. Dry Goods.          |
| Fraser, D.       | D. Fraser & Co. Wholesale Clothing.           |
| Holiday, J. McL. | Whole. Fancy Goods.                           |
| Redmond, E. J.   | Redmond, Greenleese & Co. Whole. Hats & Caps. |
| Riley, R. T.     | W. E. Sanford Man'g. Co. Wholesale Clothing.  |
| Robinson, Jer.   | Robinson & Co. Dry Goods.                     |
| Stobart, F. W.   | Stobart Sons & Co. Wholesale Dry Goods.       |
| Whitla, R. J.    | R. J. Whitla & Co. Wholesale Dry Goods.       |

## DRUGS.

|               |                                           |
|---------------|-------------------------------------------|
| Bole, D. W.   | The Bole Drug Co. Wholesale Drugs.        |
| Martin, E. D. | Martin, Bole & Wynne Co. Wholesale Drugs. |

## FINANCIAL AND REAL ESTATE.

|                   |                            |                       |
|-------------------|----------------------------|-----------------------|
| Aikins, J. S.     | Aikins & Pepler            | Fin. Agents & R. Est. |
| Brock, J. H.      | Carruthers & Brock         | Fin. Agents & Insur.  |
| Carruthers, G. F. | Carruthers & Brock         | Fin. Agents & Insur.  |
| Crotty, H. S.     | Crotty & Cross             | Fin. and Real Estate. |
| Fisher, W. M.     | West. Can. Loan & Sav. Co. | Manager.              |

## FINANCIAL AND REAL ESTATE—Continued.

|                |                              |                        |
|----------------|------------------------------|------------------------|
| Hespeler, Wm.  | Manitoba Loan Co.            | Manager.               |
| Maulson, G. J. | Lon. Can. Loan & A. Co.      | Manager.               |
| Nanton, A. M.  | Osler, Hammond & Nanton      | Financial Agents, etc. |
| Nares, L. A.   |                              | Financial Agent, etc.  |
| Perdue, W. E.  | Frontenac Loan & Bld'g Socy. | Registered Agent.      |
| Russell, Jno.  | Freehold Loan Co.            | Local Manager.         |
| Webb, T. Harry | The Manitoba Trusts Co.      | Secretary.             |

Beliver  
Campb  
Galt, C  
Galt, J  
George  
Macdon  
Macke:  
Strang,

## FIRE AND LIFE INSURANCE.

|                  |                              |                      |
|------------------|------------------------------|----------------------|
| Allan, W. R.     | Royal Insurance Co.          | General Agent.       |
| Archibald, A. C. | Scottish Union Insurance Co. | General Agent.       |
| Dewar, B. P.     | Can. Life Association        | Secretary.           |
| Gilroy, Thos.    | Sun Life Assurance Co.       | Manager.             |
| 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.     | Commercial Union Ass. Co.    | Branch Manager.      |
| Scrimmes, W. W.  | Hartford Fire Insurance Co.  | Superintendent.      |
| Waugh, J. C.     | Commercial Union Ass. Co.    | Branch Manager.      |

Carruth  
Leadley

Adams,  
Manning,  
Robinson  
Robinson  
Sprague

## WHOLESALE FRUITS, ETC.

|               |                      |                        |
|---------------|----------------------|------------------------|
| Bright, A.    | Bright & Johnson     | Wholesale Fruits.      |
| Rublee, M. W. | M. W. Rublee & Co.   | Wholesale Fruits, etc. |
| Scott, R. R.  | Macpherson Fruit Co. | Wholesale Fruits.      |

Bryan, C  
Bull, M.  
Chamber  
Crome, J  
Drewry,  
Drewry,  
Hutchins  
Leslie, J  
McKech  
Mitchell,  
O'Lough  
Rutherfo  
Stovel, H  
Dyson, D  
Erb, Geo.  
Wilson, C

## GRAIN AND MILLING.

|                  |                           |                    |
|------------------|---------------------------|--------------------|
| Bawlf, N.        | Northern Elevator Co.     | Grain.             |
| Black, W. A.     | Ogilvie Milling Co.       | Millers and Grain. |
| Bready, T. T. W. | The Winnipeg Elevator Co. | Grain.             |
| Clark, S. P.     | Northern Elevator Co.     | Grain.             |
| Crowe, G. R.     | Northern Elevator Co.     | Grain.             |
| Hastings, G. V.  | Lake of Woods Milling Co. | Millers and Grain. |
| Hastings, W. A.  | Lake of Woods Milling Co. | Millers and Grain. |
| Horn, David      |                           | Grain Inspector.   |
| McBean, D. G.    |                           | Grain.             |
| McGaw, S. A.     | Dominion Elevator Co.     | Grain.             |
| McMillan, D. H.  | D. H. McMillan & Co.      | Grain.             |
| Martin, Wm.      | Northern Elevator Co.     | Grain.             |
| Muir, Robert     | R. Muir & Co.             | Millers and Grain. |
| Nairn, Stephen   |                           | Grain.             |
| Parrish, W. L.   |                           | Grain.             |
| Spink, S.        |                           | Grain.             |
| Steele, C. H.    | Hudson's Bay Co.          | Mill Manager.      |
| Thompson, F. W.  | Ogilvie Milling Co.       | Manager.           |

Bertrand,  
Bissett, E.  
Cameron,  
Chesterton  
Chipman,  
Dingwall,  
Douglas, V  
Gregg, G.

## GROCERIES AND LIQUORS.

|                  |                       |                      |
|------------------|-----------------------|----------------------|
| Beliveau, H.     | Richard & Co.         | Whol. Liquors, etc.  |
| Campbell, R. J.  | Sutherland & Campbell | Wholesale Grocers.   |
| Galt, G. F.      | G. F. & J. Galt       | Wholesale Grocers.   |
| Galt, Jno.       | G. F. & J. Galt       | Wholesale Grocers.   |
| Georgeson, Wm.   | Codville & Co.        | Wholesale Grocers.   |
| Macdonald, Alex. | A. Macdonald & Co.    | Whol. Grocers & Pro. |
| Mackenzie, K.    | K. Mackenzie & Co.    | Wholesale Grocers.   |
| Strang, Andrew   | Strang & Co.          | Whol. Liquors, etc.  |

## HIDES AND WOOL.

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

## LUMBER AND FUEL.

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

## MANUFACTURERS.

|                   |                                |                         |
|-------------------|--------------------------------|-------------------------|
| Bryan, Geo.       | G. F. Bryan & Co.              | Cigars.                 |
| Bull, M.          | Royal Soap Co.                 | Soap Works.             |
| Chambers, J. H.   | Paulin, Chambers Co.           | Mfrs. Biscuits & Con.   |
| Crome, J. C.      | Toronto Type Foundry.          | North West'n M'gr.      |
| Drewry, E. L.     | Redwood Brewery                | Brew's, Aerated W. etc. |
| Drewry, F. W.     | "                              | "                       |
| Hutchings, E. F.  |                                | Wholesale Saddlery.     |
| Leslie, Jno.      | Leslie Bros.                   | Furniture.              |
| McKechnie, Jno.   | Vulcan Iron Co.                | Foundry and Mach'y.     |
| Mitchell, J. A.   | Royal Soap Co.                 | Soap Works.             |
| O'Loughlin, J. M. | Hamilton Powder Co.            | Agent.                  |
| Rutherford, W. T. | W. T. Rutherford & Co.         | Cigars.                 |
| Stovel, H. C.     | The Printers' Lith. & Eng. Co. | Manager.                |
| Dyson, D. J.      | The Dyson-Gibson Co.           | Manuf. P. and S., etc.  |
| Erb, Geo. W.      | Waterous Engine Co.            | Manager.                |
| Wilson, C. H.     |                                | Furniture.              |

## MISCELLANEOUS.

|                    |                           |                       |
|--------------------|---------------------------|-----------------------|
| Bertrand, S. A. D. |                           | Official Assignee.    |
| Bissett, E. H.     |                           | Agent.                |
| Cameron, H.        | Wpg. Electric St. Ry. Co. | Business Manager.     |
| Chesterton, Walter |                           | Architect.            |
| Chipman, C. C.     | Hudson's Bay Co.          | Commissioner.         |
| Dingwall, D. R.    |                           | Watches and Jewellery |
| Douglas, W. D.     | The Leland Hotel          | Proprietor.           |
| Gregg, G. R.       |                           | Japanese Goods.       |



## MISCELLANEOUS—Continued.

|                  |                         |
|------------------|-------------------------|
| Harris, J. W.    | Assin't Commissioner.   |
| McCreary, W. F.  | Immi. Commissioner.     |
| Pettigrew, W. D. | Manufacturers' Agent    |
| Ruttan, H. N.    | City Engineer.          |
| Scroggie, Jas    | R. G. Dun & Co Manager. |

## PAINTS AND OILS.

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

## PRINTERS AND PUBLISHERS.

|                   |                         |                       |
|-------------------|-------------------------|-----------------------|
| Buchanan, D. W.   | "The Commercial"        | Publisher.            |
| Bulman, Thos      | Bulman Bros             | Lithographers, etc.   |
| Magurn, A. J.     | "Man. Daily Free Press" | Managing Editor.      |
| Richardson, R. L. | "The Tribune"           | Managing Editor.      |
| Stovel, Jno.      | The Stovel Co           | Ptrs. and Publishers. |
| Somerset, J. B.   | "Man. Daily Free Press" | Manager.              |

## RAILWAYS AND TELEGRAPH.

|                 |                              |                      |
|-----------------|------------------------------|----------------------|
| Baker, W. R.    | Man. & N. W. Railway         | General Manager.     |
| Dwight, L.      | G. N. W. Telegraph Co.       | Superintendent.      |
| Hanna, D. B.    | Lake Man. Ry. & Canal Co.    | Superintendent.      |
| MacInnes, W. R. | Canadian Pacific Railway Co. | General Freight Agt. |
| Shaw, G. H.     | Canadian Pacific Railway Co. | A. G. F. A.          |
| Swinford, H.    | Northern Pacific Railway Co. | General Agent.       |
| Whyte, Wm.      | Canadian Pacific Railway Co. | Mgr. Western Div.    |

## STATIONERY.

|                   |                                  |                       |
|-------------------|----------------------------------|-----------------------|
| Clark, D. A.      | Clark Bros. & Co                 | Wholesale Stationery. |
| Richardson, K. D. | R. D. Richardson & Co            | Stationers and Pub.   |
| Richardson, C. S. | Richardson Stationery & Pub. Co. | Manager.              |
| Hazley, W. E.     | Consolidated Stationery Co.      | Treasurer.            |

## STOVES AND HARDWARE

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

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## President's Address.

The Members of the Winnipeg Board of Trade.

GENTLEMEN, — Following the precedent established in 1887 by Mr. Ashdown, at that time President of this Board, I will, with your permission, address a few words to you on my retirement from the office to which you did me the unquestioned honor of electing me a year ago.

The report of the Council for the past year is now before you and will be found replete with most valuable and interesting information. As it contains a correct and complete record, concisely and chronologically arranged, of all the proceedings of the Board, its Council and Committees, there exists no reason for my enlarging upon all the matters submitted therein, and although all the subjects dealt with are important, a few appear to suggest special reference, one of which, and I take it up first, as an old acquaintance, is that of the improvement of St. Andrew's Rapids. This question has, I believe, found a place in every President's address and annual report almost from the inception of the Board, and its importance has been earnestly pressed upon every Government in power at Ottawa. Time after time our hopes have been raised, only to meet with gloomy disappointment. I esteem it indeed a privilege to be able to point out that the

clouds of disappointment are slowly, but I hope and believe surely, drifting away, and a goodly share of that "silver lining" which the people of this country have anxiously looked for and patiently awaited so long, is now visible.

The present Government at Ottawa, after carefully considering the practicability and value of these improvements, decided to proceed with the work, and obtained from Parliament a vote of \$150,000 for the commencement of operations. The completion of this work will involve an expenditure of probably four or five times this sum. No difficulty whatever should be encountered in obtaining the full sum required, as the Hon. Sir Charles Tupper—now leader of the Opposition in the House of Commons—in 1896 pledged the Government of Canada, of which he was then the leader, to at once commence this much-desired and necessary improvement. We are, therefore, singularly fortunate in the knowledge that both leaders are favorable to an early prosecution of this most important public work, which, it is now understood, will be pushed forward without further delay. I feel that I am not overstating the matter in saying that there is general regret that the low stage of water and the long, fine fall weather, so suitable for carrying on work of this character, was not taken advantage of earlier. However, it is gratifying to know that even a small commencement has been made and work actually under way.

#### VACANT LANDS.

The question of settling the vacant lands in the vicinity of the city continues to be a most important one, and while exceedingly good work has been done in the past, renewed and

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earnest effort should be made during the coming season. The judicious dissemination of literature setting forth the advantages of Winnipeg as a progressive city, and as a rapidly increasing market in which to dispose of the products of the farm, must in time be attended with gratifying results.

The lands, in what might be considered the immediate vicinity, must certainly be capable of sustaining a population of not less than 10,000 people. This would practically be an addition to the city's population, and our business men, particularly the retailers, would receive the direct benefit of this increased trade. It is well known that all farm produce commands a higher price in Winnipeg than at any other point in the Province, while, on the other hand, supplies required by the settler are, owing to close competition, correspondingly cheaper. Good roads and drainage are, in my opinion, two of the prime necessities for the successful settling of these lands. The latter work, that of drainage, is being carried on to some extent by the Provincial Government, while the question of better roads has already received some attention, a committee of the City Council and Councils of adjoining municipalities have held a joint meeting during the year, with the result that the representatives of the municipalities were to furnish a memorandum and plans of the roads they considered should first be dealt with. Since then I understand nothing further has been done. It is satisfactory, however, to know that the City Council are again moving in the matter.

That Winnipeg's present rural surroundings are anything but inviting must be patent to all. Visitors to our city, approaching it from almost any direction, cannot be otherwise than unfavorably impressed and disappointed, when, instead of the well-built farm houses, granaries, etc., so commonly

found within a certain radius of important business centres, they see nothing but a wide expanse of rich, but uncultivated prairie. The thanks of this Board are due to the committee of the City Council for their kindly and energetic co-operation with our committee specially charged with this work. It would appear with all the following forces interested and available—Board of Trade, City Council, adjoining municipalities, the office machinery of the Dominion and Provincial Governments—seconded and supported by the public, who would, I have not the slightest doubt, unanimously endorse any reasonable outlay in connection with this important work, that some tangible and satisfactory result should be realized, unless, of course, the lands are held at such speculative values as would place them beyond a possibility of yielding a fair return to prospective investors. I have dwelt at considerable length on this subject, feeling that it is one of more than ordinary concern to Winnipeg and surrounding municipalities, if not to the Province generally.

#### AMENDMENTS TO GRAIN INSPECTION ACT.

It is but natural that any matter affecting the grain interest of this country should receive immediate and careful attention at the hands of this Board.

The introduction in Parliament at Ottawa of the Douglas Grain Bill and the Act amending the Grain Inspection Act, being measures fraught with the greatest possible importance to the farmers and business men, of not only the agricultural west, but of Canada almost as a whole, at once received much attention.

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The first of these measures, namely the Douglas Grain Bill, was strongly opposed by this Board, and, as outlined in the Council's report, the bill was defeated in committee specially appointed by Parliament to consider it. Its introduction may, however, be productive of good results as the Government, in view of the claims advanced by the promoter of the bill that such Act was essentially in the interests of the farmers and producers of this country, appointed a Royal Commission to take evidence from all parties interested, and in the event of the grievances, alleged to exist, being substantiated, the Government should, and no doubt will, take the earliest opportunity of removing or remedying such grievances. The second measure referred to as an Act to amend the Grain Inspection Act, is, in my opinion, one of the most important to this country and particularly this city, that has received the attention of the Government for some time. Winnipeg, as the doorway through which passes practically the entire product of the vast grain growing district of Manitoba and the Northwest Territories, should, under the new system of inspection, occupy an increased importance in the commercial world. It is well known that the City of Duluth, similarly situated, in respect to its being the place of inspection of all grain exported from a great wheat-producing section, owes its prominence largely to the fact that it is such place of inspection. "Duluth wheat," "Duluth inspection," etc., now such common terms, have resulted in making the name of the Zenith City of Minnesota familiar, not only to the people of this country, but also in the far distant foreign markets of the world. Henceforth the wheat of this country, superior to that produced in perhaps any other portion of the globe, will, by inspection at this point, be stamped, as it were, with the "hall mark" of excellence and of purity, and such inspection will be accepted

in confidence and security by purchasers the world over. Chief, or final, inspection at this point, will, in addition to centralizing the grain business here, materially facilitate the earlier realization on sales, and, under certain conditions, enable the owners to obtain a better figure than would have been possible under Fort William inspection alone. For instance, where wheat just misses a high grade and would necessarily be forced to take the next lower one, with a difference, perhaps, of several cents per bushel, the owner of such wheat, if sold for local milling purposes, would, in all probability, realize within a small fraction of the high grade price. Another point of advantage in Winnipeg inspection is that in the event of the owner of wheat not being satisfied with grade he may have a car held out at Fort William and re-inspected or dispose of it, as he may deem best. Under Fort William inspection the wheat was invariably unloaded and in store before the owner was advised as to grade.

The centralization of the grain trade already referred to will have a beneficial tendency towards augmenting the business of the bank clearing house here, and gives to such a recognized standing not otherwise easily obtained.

#### STATISTICAL REPORTS.

The Board publishes annually, in its printed report, statistics and interesting information relating to the following subjects:—

Direct exports and imports to and from foreign countries and the duty paid thereon.

Inland revenue collections at this port.

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Winnipeg assessment.

Manitoba wheat exports.

Grain storage capacity.

Grain inspection statistics.

Winnipeg clearing house returns and post office statistics.

To me anything relating to the growth of the Province, and particularly Winnipeg, is a matter of great interest, and I cannot refrain from introducing a few statistics in addition to those already enumerated, although I am fully aware that under almost any circumstances statistics are more or less dry, and sometimes uninteresting. I now mention these simply for the purpose of showing by way of comparison that we are steadily progressing, and that there exists a perfect basis for our faith in Winnipeg becoming in the early future a really great and wealthy commercial centre. Let us first glance at our population. A tale many times told, I admit, yet still full of interest. Going back two decades, we find in the year 1880 the population 6,278, in 1890 it had risen to 23,000, and during the past ten years has practically doubled. A most conservative estimate now places it at 45,000, while some authorities place it much higher.

The assessment, also a matter of interest, being the index of increasing wealth, is mentioned in the Board's statistical report, but refers only to the past two or three years. I wish to carry you somewhat further into the past. In 1880 Winnipeg's assessment was \$4,008,460; in 1890, \$18,612,410, and at the present time, \$24,000,000. This does not include exemptions, covering schools, churches, public buildings, parks, etc., which would add an additional \$5,000,000 to the foregoing figures.

The question of water supply is an important one, and a few figures may be of some interest. In 1890 about eighteen miles of water mains were in use, with 650 house services. At the present time there are over forty-five miles of mains, twenty-two miles of which belong to the new system. Some of the new mains are of very large capacity. There are now 1,900 services. It is anticipated this number will steadily increase. That the city was wise in deciding to control its own water supply will, I am convinced, be fully borne out the coming season when the new plant is in complete operation.

In the matter of street lighting, now also controlled by the city, it may be interesting to learn that within the next two weeks 212 are lamps of the latest improved make will be casting their effulgent rays over the streets of Winnipeg.

As the entire plant is new, and of most modern construction, a very considerable improvement in the street lighting may be looked for. In 1890 eighty lights sufficed for the city's requirements as against the 212 now soon to be in use.

In the important public works department of the city, presided over by Chief Engineer Ruttan, we find the following substantial progress recorded:—

1880—Pavements (miles), *nil*; sidewalks, no accurate information, estimated nine miles; sewers,  $3\frac{1}{4}$  miles.

1890—Pavements, 9 miles; sidewalks, 102 miles; sewers, 21 miles.

1900—Pavements, 31 miles; sidewalks,  $159\frac{1}{2}$  miles; sewers, 47 miles.

Besides this, many miles of boulevarding has been done, and much of a similar class of work is projected for the coming season.

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## PUBLIC SCHOOLS.

A report dealing at all with Winnipeg's progress would certainly not be complete without reference to her Public School system. The following figures as to its growth speak louder than words:—

1880—Value of school sites and buildings, \$15,000.00; number of pupils enrolled, 557.

1890—Value of school sites and buildings, \$194,800.00; number of pupils enrolled, 3,639.

1900—Value of school sites and buildings, \$471,000.00; number of pupils enrolled, 7,172.

The policy of the school board in early acquiring commodious school grounds cannot be too highly commended.

## TELEPHONE SERVICE.

Another evidence of our progress is found in the wonderful development of our telephone system.

The first of May, 1881, witnessed the opening in this city of the first telephone exchange with twenty-five subscribers. Since then there has been a steady increase in the number, and at the present time 1,250 subscribers enjoy, either in their homes or business places, this really indispensable convenience — 1,745 miles of wire on poles and 502 under ground. A total of 2,247 miles is required in the installing of these instruments. There are within the city's boundaries sixty-five miles of poles. The system employed is known



as the metallic circuit system, *i. e.*, two wires to each subscriber. Winnipeg was the first city in Canada to generally adopt this system. The long distance telephone, now recognized in the large business centres as practically invaluable for the rapid transaction of business, is also showing marked development here. I understand not less than 200 miles will be constructed during the coming season, connecting Winnipeg with Portage la Prairie, Carberry, Brandon, Minnedosa, Neepawa and intermediate points.

In concluding these references to Winnipeg's progress, I cannot perhaps do so more fittingly than by quoting from a letter written nearly eight years ago by Sir William Van Hoine, whose foresight and judgment is widely acknowledged, in which he says: "The situation of Winnipeg, just where the forests end and the great prairie begins, and its situation as regards railways, all of which in the Canadian Northwest centre upon it, must make it for all time what it is now, the local point of all the trade of all the vast and almost incomprehensible region extending to the Rocky Mountains and the Mackenzie Basin, a region embracing fertile areas greater than those which have made Chicago.

"Agriculture in the Canadian Northwest can no longer be regarded by anybody as an experiment. It is an established and profitable fact, and, therefore, I regard the great future of Winnipeg as certain as sunrise, and I do not know any place on this continent with more magnificent prospects ahead of it."

"I regret that I have not time to give in full the reasons for my belief, if indeed it should be called belief, for it seems to be one of those clear cases of cause and effect, of certain things producing certain results, which come within the domain of absolute knowledge."

That this opinion, expressed so many years ago, has, if anything, been strengthened, is evidenced by the large investments so recently made by that gentleman in establishing, not far from Winnipeg, a model farm of 6,000 acres, which, when we consider the improved methods which will no doubt be introduced, will make it practically an illustration farm, and be of almost incalculable value to the surrounding country.

#### POST OFFICE MATTERS.

Many matters in connection with this department have been brought to the notice of the Board and have been given prompt attention.

The enlargement of the lobby and other alterations to the city post office for the purpose of facilitating the proper handling of the mails is referred to in the Council's report, which I desire to supplement by saying that although the alterations have resulted in a somewhat improved condition of affairs, it is scarcely open to question that the lobby is even now entirely adequate for the requirements of the public, and I would recommend that a committee be appointed to urge upon the Government the necessity of a very material enlargement of the present building, which has done duty for the past fifteen years, during which period business has very materially increased, and that the customs and other Government business be concentrated, as far as possible, in such building.

The City Council are asking the co-operation of this Board in having sub or branch post offices established in various parts of the city. The matter is worthy of consideration and will no doubt be taken up by the new Council. Whether it is a reasonable practical and necessary proposition, I am not prepared to say.

#### EXPORTATIONS.

The question of a reliable and correct record of Manitoba's exports is one of extreme importance, and I trust that the committee of this Board having this matter in charge will spare no effort in endeavoring to have the present unsatisfactory system changed.

As now published in the Dominion Government Trade and Navigation returns, Manitoba appears as exporting but a few cattle and a paltry amount of grain.

Capitalists and others contemplating investment in this country, with the understanding that its chief products were cattle and grain, might easily be misled should they refer to the official blue book mentioned.

#### PURE BRED STOCK.

The action of the Canadian Pacific Railway Company in its efforts to improve the stock of this country is certainly

worthy of the highest commendation. The company imported from Ontario last September 29 pedigreed bulls, which were distributed among farmers in the following districts: Seven in the Mennonite reserves, two east of Winnipeg, one at Gimli, two north of Stonewall, three on the Southwestern branch, two on the Pembina and Souris branches, one on the Manitoba & Northwestern, and the remaining eleven on the main line of the C. P. R. and Northern Alberta. The company also brought in from Ontario 80 pure bred boars of the Berkshire, Yorkshire and Tamworth breeds. These were distributed generally through Manitoba and Assiniboia, with the exception of sixteen, which were placed between Calgary and Edmonton, and one at Prince Albert. All these animals have been placed with responsible farmers under an agreement by which the bulls, at the end of two years, and the boars at the end of one year, become the absolute property of the settlers receiving them. For the term stated their services are free to the settlers in the neighborhood. I understand it is the intention of the company to purchase 80 more bulls and about the same number of boars, a proportion of which will be brought to Manitoba and distributed on the same general conditions. The company will then discontinue the free distribution of pure bred sires. The company is also giving, under an arrangement with the Territorial Government, free transportation for eight carloads of bulls and three carloads of hogs from Ontario and Manitoba to any point in the Northwest. The aim of the company has been, I understand, to distribute the free animals in such localities and in such manner as to come in competition as little as possible with dealers of pure-bred stock. Some of the largest dealers warmly approve of the course adopted by the railway company in bringing in these animals, and I am con-

fident that when year by year the good results of this experiment are made apparent, all interested, whether farmer, dealer or consumer, will recognize the wisdom of the move.

### RAILWAY MATTERS.

Considerable activity in railway construction in Manitoba has been shown during the past year, over 350 miles of new road having been added, making the present total slightly under 2,000 miles. Manitoba enjoys a greater railway mileage than that of any other portion of the Dominion. For while her population is approximately 4 per cent. of the total population of Canada, her railway mileage is 10 per cent. of the total railway mileage of the country. Ontario, with 44 per cent. of the population, has less than 40 per cent. of mileage.

The policy of encouraging the building of railways by state aid has no doubt been beneficial; in fact, absolutely necessary, for the rapid development of the West. Whether the time has not arrived, however, when a halt may not very properly be called, is a question which must be faced in the early future.

Personally, I cannot say that I take a very favorable view of the suggested policy of government ownership of railways, although free to admit that it is a subject worthy of deep and earnest thought and careful consideration by all. I do maintain, however, that in cases where it is found advisable to grant provincial aid or confer valuable concessions, the public interests should invariably be safeguarded and conserved by means of certain governmental control over rates, right of granting running powers to other roads, etc.

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## MANITOBA HOTEL FIRE.

My first official act as President of the Board was that of calling the Council together on the 10th February last to consider the very serious loss the city had just sustained through the destruction of the magnificent property of the Northern Pacific Railway Company, consisting of the Manitoba hotel, railway station and offices. General regret was expressed by those present, and a resolution unanimously passed earnestly sympathizing with the railway company and its loss. Subsequently a special meeting of the Board was called to meet Mr. Mellen, the general manager, and other officials of the road, who accompanied him. The company was strongly urged by the large gathering present to rebuild without delay. Nothing, however, has been done except re-instating the railway offices. I am confident of the support of a large majority of this Board when I express the opinion that the railway company made a serious mistake in not acceding to the kindly pressure brought to bear at the time, and to have at once completely reconstructed their former handsome buildings. I say this advisedly as being, more or less, in touch with the business community, and knowing of the strong sympathy which existed, I am satisfied that any reasonable sacrifice the company might have made in rebuilding would have been most fully and warmly appreciated and the company compensated in a marked degree by increased traffic for their road. The wretched monument now standing certainly does not appear in accord with the progressive policy of a great and wealthy corporation.

## STATE OF TRADE.

My predecessors have, I believe, usually adopted a cheerful tone when writing under this head, even when the existing conditions were not particularly encouraging. If trade was dull they anticipated an early improvement. If trade was good they looked for its being still better. Always exhibiting confidence, never lacking faith. In my case there is no room whatever for doubt as to the satisfactory condition of trade, and I make the statement with the full realization of its importance that the year during which I have had the honor of being the executive officer of this Board, has been the most satisfactory the country has ever enjoyed.

Our largest financial institutions report business and collections in excess of any previous year since their incorporation. As an evidence of the confidence being shown in the future of the West, I might say that last year the land business of the Canadian Pacific Railway, both in sales and collections, was the largest in the history of the company. This, of course, means increased acreage in crop and in turn increased income to the Province.

The grain crop of 1899, it is now admitted, was somewhat over-estimated. While this may be true as to quantity, in quality it has rarely, if ever, been equalled, 88 per cent. of the wheat thus far marketed grading No. 1 and 2 hard. The amount of wheat inspected at Winnipeg for the last half of 1898 was 4,271,250 bushels. For the same period of 1899 it amounted to the handsome total of 17,368,410 bushels. Considerable wheat is still in the farmers' hands and in store at country points. It is estimated the total exports of the 1899 crop will probably reach 30,

000,000 bushels. The export movement in oats and barley is, of course, inconsiderable when compared with that of wheat. The Province is now an exporter of oatmeal, which bids fair to become a valuable industry.

The price of wheat has been somewhat disappointing, not having reached the figure generally anticipated. Nevertheless, a very large sum, in the aggregate, has been realized, and distributed among the farmers of the country.

The export of cattle from Manitoba and the Northwest during the year 1899 was approximately 50,000 head, of which 34,000 represent fat cattle, and 16,000 stockers shipped by rail or driven across the boundary into the United States.

The significance of these figures may be better understood when we remember that as recent as 1888 the first shipment of Manitoba cattle, consisting of some sixteen head, was forwarded to Toronto, and as a novelty, and by way of advertisement, they were paraded about the streets of that city labelled Manitoba beef.

It may be said that there has practically been no export movement in horses, sheep and hogs; in fact, to keep the local packing houses working, they were obliged to bring in both live and dressed hogs, otherwise their plants would be idle. This phase of the farming industry is much to be regretted, in view of the capability of our land to produce unlimited quantities of coarse grains. Local delivery of hogs is said to be slightly improving, although still far below market requirements.

While referring to grain and cattle, I might draw attention to the fact that we have resident in Winnipeg the two

largest export dealers in both these staples operating in Canada.

From reliable data I am enabled to say that the importation of merchandise to Winnipeg houses during the past year was approximately 100,000 tons, or about 400 train loads of twenty cars each. Truly a wonderful contrast to the situation of but twenty years ago, when for six months of the year the only means of communication, or of bringing in supplies was by ordinary road vehicle—principally the Red River cart—involving a journey of more than two hundred miles, over roads, at times well nigh impassable.

Winnipeg bank clearings, considered the trade barometer of the country, have increased with leaps and bounds, having almost doubled within the past five years. The following figures will illustrate the steady annual increase:—

|            |              |
|------------|--------------|
| 1894 ..... | \$50,540,648 |
| 1895 ..... | 55,873,630   |
| 1896 ..... | 64,046,438   |
| 1897 ..... | 84,436,000   |
| 1898 ..... | 90,674,325   |
| 1899 ..... | 107,786,814  |

Winnipeg clearings are the third largest in the Dominion, being exceeded only by Montreal and Toronto.

The export and trade of the Dominion also shows a wonderful increase. The imports during the past six months increased by \$14,736,525 and the exports by \$10,890,772 as compared with the same period of 1898, an aggregate increase of over \$25,000,000.

In practically every branch of trade the feeling appears to be one of satisfaction with present conditions, and when

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after striking Canada's commercial trial balance for 1899 the result is found to be greater exports and imports, increased bank clearings, activity in trade, healthier business generally, greater prosperity, and in fact improved conditions everywhere, then are we certainly justified in having almost unbounded confidence in the future. From the producer, the merchant, and the manufacturer comes the same cheerful tidings, and does the bright picture I have drawn fade with the year just passed? Far from it, for I firmly believe that with this, the opening of 1900, supposed by many to be the advent of a new century, the prospects were never brighter, never more encouraging.

But with all this glowing prosperity and the hopeful outlook for the future, let us not run away with the idea that we have at last discovered the method of turning everything we touch into gold. For, on the principle that "one swallow does not make a summer," neither does one or two good years mean everlasting prosperity. Let us rather continue to exercise every possible care in the conduct of our business, and not, when a margin appears on the right side, to at once plunge into speculative ventures, only regretting having done so when in endeavoring to realize on equities, fondly treasured as assets, they are found unnegotiable and practically valueless.

Cheap money has done much to build up Western Canada and develop its varied resources; cheap money in abundance is still required. Will the war in South Africa materially affect our position in this respect? Already there is a slight tightening tendency noticeable. That this, however, is but temporary, we have at least some reasonable grounds for hope.



## C. P. R. BUILDING.

That the patrons of the Canadian Pacific Railway are soon to enjoy the comforts of a thoroughly modern and well-equipped station and hotel appears to be a practically settled fact. That the city as a whole will largely benefit, both directly and indirectly, by this improvement, must be clear to all, and I trust that my successor may in his address a year hence be in a position to refer with pride to another monument to Winnipeg's importance, and another evidence of a great corporation's confidence in the future.

## DEATH OF MEMBERS.

The members of the Board were quite shocked when they heard of the death of R.W. Jameson, Member of Parliament for the City of Winnipeg, and a member of this Board, which occurred within a couple of hours after he had left a general meeting of the Board, held on the 21st of February last. A resolution was passed by the Board and sent to the late member's family.

On the 12th January, 1900, the Board suffered, in the loss by death of Mr. W. W. Ogilvie, who had been a member for many years and who had on all occasions, when representatives or delegates of the Board visited Montreal, extended every assistance in his power in carrying out the views and policy of the Board. The deep sympathy of the members of this Board were expressed to the widow and family of our late member.

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## NEW MEMBERS.

Practically no effort was made during the past year to increase the membership. This year, however, I would suggest that the advantages of being identified with the Board be laid before those eligible for membership, especially new business firms, of which there are now a considerable number. Solicitation should scarcely be necessary, a mere presentation of such advantages being sufficient.

## MANITOBA TRANSVAAL CONTINGENT.

Under this heading the Council briefly reports the fact that the Board was officially represented at the departure of the Manitoba volunteers, comprising part of the first Canadian contingent to South Africa. There is involved in this apparently simple incident a principle so great, so far-reaching, and so important, as to warrant volumes being written in connection therewith. As my remarks, however, are supposed to refer more particularly to matters of local interest, I will content myself by saying that nothing has yet occurred in the history of our country that will stand out with greater prominence, or be charged with such far-reaching results, as Canada's tangible exhibition of love and loyalty to the mother land, in voluntarily and cheerfully pouring out her men and treasure in the defence of the Empire—and I feel that every organized body in Canada should place upon record its earnest and hearty approval of the action of the Government in promptly furnishing the necessary means and to pledge support to any further expenditure that may be deemed advisable.

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STRATHCONA'S TROOPS.

Before closing these remarks, I wish to place upon record my high admiration of Lord Strathcona for his munificence in furnishing at his own cost the large volunteer contingent known as the "Strathcona Horse," now being organized for the South African war.

Lord Strathcona's extensive connection with western interests and the feeling that he might almost be considered a Manitoban, gives special interest to this most generous act.

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INDUSTRIAL EXHIBITION ASSOCIATION.

In dealing with the question of progress and development, one cannot overlook this wonderfully successful institution. Its agency in bringing together the farmers and producers of all sections of the country by which the interchange of ideas is so greatly facilitated entitles it to every consideration and support. Starting a few years ago from a very small beginning, it now possesses grounds and buildings valued at more than \$100,000.

Nearly \$15,000 in cash is paid out annually in prizes, all of which practically goes to the farmers and stock raisers. A special effort is, I understand, being made to make this season's exhibition eclipse any yet held.

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PUBLIC FUNCTIONS.

It was my pleasure and privilege during the year to represent, as President of the Board, the commercial interests of

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Winnipeg on the following occasions: Opening of the Grand Lodge of the A. O. U. W.; banquet of same to visiting delegates; civic reception to the members of the Ontario Legislature; civic reception to the National Editorial Association of the United States; Industrial Exhibition Association, and, in a semi-social way, dinner to Mr. Mellen; President of the Northern Pacific Railway, and luncheon to Sir Henri Joly.

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"The right man in the right place" is an old and expressive phrase, one no doubt I have used scores of times, but never with a greater sense of its perfect fitness than when I now apply it to the indefatigable, kind, and courteous Secretary of the Board.

The many important subjects which present themselves in connection with the work of the Board must be my excuse for any I may have overlooked. I feel that these remarks have already passed far beyond the limit of reasonable forbearance on your part, and without risk of wearying you further will conclude by thanking the Board, the Council and the Secretary for the kindly consideration shown me during my term of office.

E. L. DREWRY.

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## Report of the Council.

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Winnipeg February 6th, 1900.

To the Members of the Winnipeg Board of Trade.

Gentlemen:—

Your Council beg to present to you its Twenty-first Annual Report.

The following matters received attention during the year:—

### PROPOSED CHARTER, KETTLE RIVER VALLEY RAILWAY.

At the annual meeting of the Board, held on the 7th February, 1899, a discussion arose on the subject of the proposed Kettle River Valley Railway Charter, but action was not taken until the 21st February, when a special general meeting was called for the special purpose of considering this matter. The adoption of the following resolution was then moved, viz.:—

“Whereas, it is probable that an application will again be



made at the coming session of the Dominion Parliament for a charter for the Kettle River Valley Railway Co., which, if granted, will divert the trade of the Boundary Creek District of British Columbia into the United States.

"And whereas, the avowed purpose of the large grant of public money in aid of the Crow's Nest Pass Railway was to conserve the trade of Southern British Columbia for Canada.

"Be it therefore resolved, that this Board re-affirms the resolution of its Council upon this subject, passed at its meeting on the 18th of March, 1898, which reads as follows:—

"Whereas, this meeting understands that the C. P. R. Company and the Kettle River Valley Company are both proposing to construct railroads into the Boundary Creek District, B. C.

"And whereas, it is the opinion of this meeting that the construction of a railway by the Canadian Pacific Railway Company will result in conserving the trade of said district for Canada.

"And whereas, it is evident that no matter for what purpose it is urged that the Kettle River Valley Company's line is to be built the result would be the taking of ores from Boundary Creek District to Northport or Spokane, U. S., for smelting, and also in supplies being taken from the United States to Canadian territory.

"Be it resolved, that this meeting recommend that, provided the Canadian Pacific Railway Company is prepared to construct a line covering practically the same ground as that of the Kettle River Valley Company's road (but not entering American territory), and on the same terms as to aid,

time of building and of Government control as to rates, the Canadian Pacific Railway Company be given the preference over the proposed Kettle River Valley Railway Co.' "

It was moved, in amendment, that the following resolution be adopted, viz. :—

"Whereas, this Board at the time of the disallowance of Manitoba railway charters took strong ground against such action and interference and advocated freedom in railway building and opposed the interference of outsiders in the purely local affairs of the Province.

"And whereas, the Kettle River Valley Railway is local to the Province of British Columbia, the Board considers that they should not in any way interfere to prevent the fullest and most free development of that province by opposing free railway intercourse of that Province with the adjoining States, at whatever point may be found advantageous to the said Province.

"Therefore, this Board desires to be placed on record as strongly in favor of granting a Charter to this railway, particularly as it is proposed to build the road without any aid from the public."

After considerable discussion, and a vote being taken, the amendment was declared to be carried.

In March a communication was received from the Board of Trade at Grand Forks, British Columbia, asking this Board to endorse the application of Mr. D. C. Corbin for a charter for the Kettle River Valley Railway. The Council informed the Grand Forks Board of Trade of the action taken by this Board on the 21st February.

## QUARANTINE MATTERS.

The Quarantine Committee instructed the Secretary, in April last, while he was in Ottawa, to interview the Minister of Agriculture in regard to quarantine matters, when he reported as follows:—

"I had an interview with the Hon. Sidney Fisher, Minister of Agriculture; W. B. Searth, Deputy Minister of Agriculture; Dr. Montizambert, General Superintendent of Quarantines; Hon. Mr. Sifton, and his deputy, Hon. James A. Smart, on the subject of quarantine protection to Manitoba and the Territories. The Hon. Mr. Fisher informed me that they were doing everything possible to make the quarantine station and equipment at Halifax in every way up to date, and that when the improvements now under way were completed, that an expenditure of \$40,000 would have been made since this Board took up the matter with him last year. I represented to the Minister, and also to Mr. Sifton, that there was a strong feeling in the West that some form of check quarantine should be established to deal with foreign immigrants arriving in Manitoba, to be distributed from here. While the Minister of Agriculture adheres to the policy which was adopted by the late Government, that the quarantine authorities duties begin and end at seaport towns (and in exceptional cases, along inland international boundary lines) that he was most anxious to assist, so far as the law would allow him, in protecting the people of the West, and would do all in his power to that end. The Hon. Mr. Sifton will endeavor to place some disinfecting apparatus at Selkirk, where it may be utilized, if occasion should require, to disinfect the persons and baggage of immigrants afflicted with contagious diseases that might, from any cause, have escaped

the notice of the coast quarantine authorities, or which may occur amongst immigrants placed at Selkirk.

"Unfortunately, Dr. Montizambert, after my first interview with him, had to leave Ottawa for the Grosse Isle quarantine, but Deputy Minister Smart will confer with him immediately after his return, and I have strong hopes that disinfecting appliances to meet the necessities of the situation will be placed at Selkirk.

"The Hon. Mr. Fisher personally requested me to assure the Board that he will be glad to consider any suggestions they may have to make regarding the work at the various quarantine stations, and that he valued most highly the representations made to him by the Board last year in connection with the Halifax quarantine, as to the requirements of Manitoba and the Territories."

#### INSOLVENCY LEGISLATION.

The Secretary, while in Ottawa in April last, received instructions from the Council to obtain information as to what action was likely to be taken by the House of Commons in regard to Insolvency Legislation. The following was the report made by him:

"Accompanied by R. L. Richardson, M. P., I had an interview with the Hon. David Mills, Minister of Justice, and presented to him the views of the Winnipeg Board of Trade *re* Insolvency Legislation, as expressed at different times by the reports of committees inquiring into various bills presented to Parliament. Having, with Mr. Bole, last year,

presented the same views to the Minister, I had only to repeat our arguments then presented. As the result of our conversation, I learned that, except in Ontario and Quebec, few of the members of Parliament to any extent favored Insolvency Legislation as it has been presented to them, and especially the members representing rural constituencies seem to be very much opposed to Insolvency Legislation. Mr. Mills assured us that, in any case, full opportunity would be given our Board to appear before any Committee of the House to which an Insolvency Bill would be presented, and plenty of time would be given before any final action was taken. I also had an interview with the Hon. Mr. Sifton and many members of Parliament from different parts of the Dominion, with the result that I am satisfied that there is no chance for the "Fortin" bill, now before the House, to be passed at this present session."

#### EXCURSION TO LAKE WINNIPEG.

In August last the Board received an invitation from the Dominion Fish Company, through Alderman Donald Ross, to send twelve of its members on a week's excursion around Lake Winnipeg. The Council sent out cards to all the members, notifying them of the invitation, and asking that those who desired to take advantage of the trip should send in their names. While our full quota was not filled, several members joined the party and during the outing gained much pleasure and knowledge of the possibilities of the natural wealth remaining undeveloped around and adjacent to this great lake, which will shortly be connected by navigable water with this city. In conjunction with the members of



the Winnipeg City Council and others, who composed the entire party, our representatives published a valuable report on what they saw and learned during the trip. This report was extensively copied in Eastern papers, and no doubt has awakened much interest in this hitherto almost unknown immense sheet of navigable water.

#### MANITOBA HOTEL FIRE.

The following resolution was passed by the Council on the 10th February and forwarded to the Northern Pacific Railway Company:—

“Resolved, that the Board of Trade of the City of Winnipeg desires to express to the Northern Pacific Railway Company its earnest sympathy with that Company in the loss which it must have sustained by the disastrous fire which occasioned the destruction of the Manitoba Hotel on Wednesday last.

“The Board, and the citizens of Winnipeg generally, have appreciated the value and importance of this hotel to the City and the enterprise which prompted its erection, and whilst it is understood that the hotel has not of itself proved a directly profitable investment, it is hoped that its influence on the business of the Company and the remarkably improved conditions which now prevail in this country may so have impressed this on the Company as to warrant a decision to immediately replace the building. The Board will be glad to receive from the Company, at its early convenience, some intimation of its intention in this respect.”

The Council at the same time discussed the matter of the service rendered by the Fire Brigade in connection with the

late fire, and as a result a copy of the following resolution was forwarded to the City Council:

"Resolved, that in the opinion of this Board it is decidedly advisable that a thorough investigation should be held in connection with the fire that destroyed the Manitoba Hotel on Wednesday, the 8th instant."

A fire commission was appointed, on action being taken by the City Council, and the results proved that in the interest of the City a thorough overhauling of the affairs of the Fire Department was necessary. Action has since been taken by the City Council to that end.

General Manager Mellen, of the Northern Pacific Railway Company, with several of his officers, visited Winnipeg on the 25th February last, and a special general meeting of the Board was called, which Mr. Mellen attended. At the meeting several members spoke on the matter of the destruction of the Manitoba Hotel, assuring the Company of the sympathy of the Board and citizens generally in their loss, and expressed the hope that the Company would rebuild it at an early date. Mr. Mellen, in reply, acknowledged the expressions of sympathy received from the Board by resolution, and verbally at this meeting, and stated that he could not say what action the Company would take as to rebuilding the hotel beyond the fact that a Winnipeg architect was then engaged in preparing plans and estimates for submission to the Directors of the Company.

While further correspondence and interviews were had with Mr. Mellen during the year, and the station and offices have been completely restored, nothing has been done in the direction of actually rebuilding the hotel.

## NORTHERN PACIFIC RAILWAY EXCURSION.

In view of the fact that the Northern Pacific Railway Company had tendered a free excursion to Winnipeg to all settlers resident along their new Belmont branch line, a vote of thanks was passed at the last Annual Meeting to the Railway Company, in recognition of their generous action, and a copy of the resolution being forwarded to the Company, it was suitably acknowledged.

## STANDING COMMITTEES.

The following Standing Committees were elected at the Annual Meeting:—

## ON QUARANTINE.

Messrs. A. M. Nanton, D. W. Bole, J. H. Ashdown, R. L. Richardson, M. P.

## PURE BRED SWINE.

Messrs. D. W. Bole, J. Y. Griffin and J. T. Gordon.

## BEET ROOT GROWTH.

Messrs. John Russell, A. M. Nanton and L. A. Nares.

## FREIGHT RATES.

Messrs. J. H. Ashdown, G. F. Galt, William Georgeson, D. W. Bole, H. Miller and J. H. Brock.

## VACANT LANDS.

Messrs. W. Hespeler, John Russell, H. T. Champion, A. M. Nanton, H. S. Crotty, D. W. Bole and W. F. McCreary.

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## BOARD OF ARBITRATORS.

At the last annual meeting, as required by the general Board of Trade Act, the following Board of Arbitrators was elected, viz.:—Messrs. K. McKenzie, E. L. Drewry, G. F. Galt, G. J. Maulson, S. A. D. Bertrand, J. H. Brock, R. T. Riley, S. Spink, John Galt, William Hespeler, S. Nairn and G. F. Carruthers.

## VACANT LANDS WORK.

The Committee on Vacant Lands continued the issue of advertising matter for distribution by the Dominion and Provincial Government officials. In addition to general work done, the Committee published 5,000 pamphlets containing a list of all lands sent in to their office, and covering 20 pages. The pamphlets also contained a large scale map of the Winnipeg district, showing in red the lands offered for sale, and all the post offices and schools, and other information corrected up to date. They also published and distributed 3,000 copies of the above map printed on stiff paper and in the form of a hanger with brass ends. The expenditure in connection with their work early in the season, has practically exhausted their funds, and it will be necessary, if the work is to continue during next year, that some further provision be made for the necessary expenses. It is pleasing to report that the officials of both the Dominion and Provincial Governments have assisted and co-operated with the Committee in every way possible.

## WATER ROUTE—WINNIPEG TO HUDSON BAY.

Lieut.-Col. T. C. Scoble, C. E., kindly delivered a most interesting and instructive address in our Board room on the subject of the waterways between this city and the Hudson Bay. Lieut.-Col. Scoble has explored the route with a view to utilizing the water stretches, and his address was illustrated by maps and profiles showing the water stretches, with the short connecting canals that will be necessary. A hearty vote of thanks was tendered to the gentleman for the information he gave to the meeting.

## PURE BRED SWINE.

The Committee appointed at the Annual Meeting in the matter of Pure Bred Swine for the Province, instructed the Secretary to interview the Minister of Agriculture while in Ottawa last spring. On his return he reported as follows:

"I had an interview with the Hon. Mr. Fisher, Minister of Agriculture, on the subject of the providing by his Department of pure bred swine to improve the stock in Manitoba. He informed me that he had already considered the matter, and found it impossible to accede to the request, but that he was arranging that one of his staff should endeavor to act as an intermediary between would-be purchasers and sellers of pure bred stock of all kinds, with the object that such persons might be brought together without delay or expense to themselves.

"I gathered from his remarks that his idea was in a sense to establish a bureau of information relating to pure bred stock."

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The Committee reported that later on in the season the Canadian Pacific Railway Company, working along the same line as was suggested by our Committee, have distributed throughout the Province and Territories a large number of pure bred stock, placing them in the hands of representative farmers and stockmen, for the use of the public in the several localities. This action on the part of the Company is to be highly commended and will undoubtedly result in the improvement of stock in the Province and Territories.

#### FOURTH CONGRESS CHAMBERS OF COMMERCE.

The Board received an invitation from the London, England, Chamber of Commerce to take part in the fourth Congress of Chambers of Commerce of the Empire to be held in London in June, 1900. Members of the Board are aware that three congresses have been held in late years and this Board has been represented at each meeting. Matters of great importance to the Mother Country, the Colonies and Dependencies of the Empire are considered at these gatherings, which have done much to bring together men representative of all the commercial interests of the British Empire.

The invitation has been accepted, and the Board should see that it is again represented at this very important meeting.

In connection with this subject the Toronto Board of Trade forwarded for our consideration the following resolution, which the Council deemed advisable should be laid before this Annual Meeting for your consideration. The Toronto Board asks the endorsement of this Association to the resolution, with the object of submitting it to the London Congress. The resolution reads:—

RESOLUTION TO BE SUBMITTED TO THE FOURTH CONGRESS OF  
CHAMBERS OF COMMERCE OF THE EMPIRE, 1900.

*Commercial Relations Between the Mother Country and Her  
Colonies and Dependencies.*

Whereas, it is generally recognized that an advantageous commercial bond is one of the strongest links in national unity, and that the maintenance and strengthening of trade is the keystone of a state's successful development;

And whereas, the existence of an Empire is largely dependent upon the material prosperity of its people;

Therefore, be it resolved, That in the opinion of this Congress the bonds of the British Empire would be materially strengthened and the union of the various parts of Her Majesty's Dominion greatly consolidated by the adoption of a commercial policy based upon the principle of mutual benefit, whereby each component part of the Empire would receive a substantial advantage in trade as the result of its national relationship.

Further, resolved, That in order to make the foregoing operative, the Chair shall appoint, before this Congress dissolves, a representative and proportionate Committee of Home and Colonial Delegates to devise a scheme of this nature, and report to this or a similar Commercial Congress, and that a copy of this resolution be officially forwarded to the Home and Colonial Governments concerned in the proposition.

Unanimously adopted at a general meeting of the Board, December 4th, 1899."

The following resolutions have been forwarded by the Ot-

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tawa Board for consideration of this Board and are submitted to this Annual Meeting for consideration :—

“Resolution 1.—Whereas the Second Congress of the Chambers of Commerce of the Empire declared, in 1892, ‘That arrangements should be devised to secure closer commercial union between the Mother Country and her Colonies and Dependencies,’ and, ‘That a commercial union within the British Empire, on the basis of freer trade would tend to promote its permanence and prosperity ;’

“And whereas it has been generally admitted that the Colonies should contribute towards the cost of Imperial Defence, and, as a matter of fact, Colonial forces have participated to some extent with those of the United Kingdom, in defending the integrity of the Empire ;

“Therefore, be it resolved that, in the opinion of this Congress, a certain degree of closer commercial union among the countries of the Empire can be most conveniently established, a step towards the introduction of Inter-British Free Trade most readily taken, and the responsibilities of each part of the Empire most equitably borne by providing a revenue for its naval defence, and other common Imperial purposes, from the proceeds of a small uniform ad valorem duty (over and above those of the local tariffs, where any such are levied) on all importations from foreign countries, with the exception of raw cotton, into every part of the Empire.”

“Resolution No. 2.—That this Congress respectfully requests the President to appoint a deputation to wait upon the Prime Minister of the United Kingdom, and represent to him the desirability of convening a Conference of representatives appointed by the Governments of the Mother Country, its Colonies and Dependencies, to consider the subject and terms of the foregoing resolution.”

## INSURANCE—ACETYLENE GAS PLANTS.

The Council represented to the Manitoba Board of Fire Underwriters on the 16th April last, the necessity existing that insurance agents advise policy holders of the regulations in force in connection with the use on their premises of acetylene gas plants, so that the possibility of policies being voided might, so far as possible, be done away with. The following reply was received:—

Manitoba Board of Fire Underwriters.

Secretary's Office.

Dear Sir: Your favor of 16th April in reference to acetylene gas plants was considered at a recent meeting of this Board, and I was instructed to reply that the Board has already taken all action in the matter it possibly can, in furnishing every insurance agent throughout the country with a copy of rules and regulations affecting the installation of acetylene gas machines, and also a list of all machines that have been approved of by the Board.

The Board, however, considers it the duty of the assured to advise the insuring company of any change in the risk, as provided for in all policies and, as required by the statutory conditions of Manitoba.

I am,

Yours truly,

R. H. HAYWARD,

Secretary.

The Council gave publicity to this matter through the city press so that the decision of the insurance agents would be distributed as widely as possible.

## TECHNICAL EDUCATION.

In March last a communication was received from the Ottawa Board of Trade on the subject of Technical Education, and asking if the Board would approve of a convention of representatives of different Canadian Boards of Trade, to be held at an early date in some eastern city, to discuss and formulate a plan for the establishment of technical education in Canada. The Council replied that, while approving of the principle and importance of technical education, it regretted that it would not be possible for it to send representatives to the convention suggested. Later on the Ottawa Board asked that the member of parliament for Winnipeg should act as our representative if a convention was called, but as Winnipeg, owing to the death of Mr. Jameson, M.P., was not then represented in parliament, a favorable reply could not be given, and, in any case, the Council were informed that educational matters being under the control of the provinces, each province would have to act in the matter on its own account.

## EXPORT STATISTICS.

A Committee was appointed at the last Annual Meeting to take up with the Government at Ottawa the matter of the form in which the export statistics of our cattle and grain are shown in the blue books issued by the Customs Department. The Committee instructed the Secretary, while in Ottawa, to interview the Minister of Customs and the Hon. Clifford Sifton, Minister of the Interior, and he did so, urging that the recommendations made last year by the Board to



the Department should be adopted, viz.: That all export entries of goods the product of Canada should show the Province in which the produce originated; that these entries should be made in triplicate and one copy be forwarded for posting to a selected port in the Province from which the goods or produce came, and in this way the customs returns of our Province would give a correct total of the export of the produce, including such as passed out of the Dominion *via* a port of export in another Province. Manitoba would thus get credit in the trade and navigation returns, as published and circulated in Great Britain and Europe, for its actual exports, even when such were exported through Montreal, Fort William, Vancouver or elsewhere. It was again pointed out to the Minister how the present form of publication acts injuriously to our western interests, and that if a British capitalist, for instance, were contemplating making investments in Manitoba or the North-West Territories and goes to the High Commissioner of Canada's office in London, and examines the customs export returns for the Dominion, he would be led to imagine that but a few cattle and a paltry amount of grain are our whole exports for a fiscal year, because owing to the present system of compiling the export statistics of Canada, our exports are actually credited to Ontario and Quebec.

Nothing has since been heard from Ottawa on this subject, and the Council would advise that a proper representation be made to the members of Parliament from Manitoba and the Northwest Territories with an urgent request that they take it up with the Government and insist that some improved form be adopted for the compiling and publication of our export statistics.

### EXTENSION OF THE CANADIAN NORTHERN RAILWAY TO PRINCE ALBERT.

Mr. T. O. Davis, M. P., communicated with the Board, asking their support to secure from Parliament an extension of the Canadian Northern Railway charter to enable them to carry their line to Prince Albert, together with the ordinary and usual land grant. It was then proposed to ask for an annual grant of \$80,000 per year, for the term of 20 years, on exactly the same basis and terms as under which they had secured a like subsidy for that portion of the road extending from Gladstone through the Dauphin country to Winnipegosis and the Red Deer, except that in this case and for this extension the Government would retain control over rates and running powers. This matter was referred to a Committee, who communicated with Mr. Davis, asking for some information, but which, through some misunderstanding, was not afforded until after the House adjourned.

This same Committee were waited upon by a deputation from the Flee Island district, who asked their assistance in getting the Canadian Northern Railway to build a branch from their main line, about Plumas station, eastwardly, to connect with the old Hudson's Bay road. The Committee endeavored to meet Mr. William McKenzie, but were not able to do so, and it was learned that there was no possibility of the Company undertaking such a work this past season. The Council would recommend that this matter be not lost sight of, but be taken up with Canadian Northern Railway officials.

## AMENDMENTS TO GRAIN INSPECTION ACT.

In March last the General Grain Committee of the Board reported in favor of a request being made to the Minister of Inland Revenue that the western members of the Western Grain Standards Board should be called together for consideration of changes proposed to be made in the Inspection Act, whereby all grain passing Winnipeg should be inspected in this city and warehoused in Fort William and other terminal elevators on Winnipeg inspection; that inspectors should grade directly on the Act; that no certificates for straight grades should be given for mixed cars or cargoes after grain had once been inspected, and that the Standards Board should only be called together when climatic causes lead to the production of a considerable quantity of grain which could not be graded under the standards specified in the Inspection Act.

The Minister acceded to this request, and the Western Grain Standards Board met and unanimously adopted resolutions embodying the principles outlined in the above proposed amendments to the Act. The Minister then called to Ottawa two representatives from the Standards Board, and at the special request of that body our Secretary was one of the representatives sent. A meeting was called at Ottawa, while our representatives were there, of delegates from Eastern Boards of Trade and the Dominion Millers' Association for consideration of the proposed amendments advocated by the Western Grain Standards Board. Most of the eastern interests strongly opposed the proposed changes at that meeting, which was largely attended by members of the House of Commons and Senators. After full consultation with the western members of Parliament and the Department, the representatives drew up the amendments desired to be made in the Inspection Act. These were adopted, tentatively, by the Min-

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ister, and became part of a Bill introduced to the House of Commons by him. Eastern Boards of Trade and the Dominion Millers' Association strongly opposed the provisions contained in the Bill at a meeting held in Ottawa at the request of the Minister, at which all interests affected were then represented. However, with slight changes in the phraseology of some sections the Bill was presented in its amended form to the House by the Minister and became law, the only change being that of a clause added by the Senate, which reads as follows:—

“Whenever there shall arise a difference of opinion between any farmer selling wheat and any wheat buyer as to the grading of such wheat, the farmer while taking the price offered for his wheat as of lower grade than that to which, in his opinion, it belongs, may insist on a sample being selected and agreed on between buyer and seller, which sample shall be parcelled and sealed and sent to the Chief Inspector at Winnipeg, and the said Chief Inspector shall grade the said wheat without delay and make a return of his grading to both parties, and if the said Chief Inspector finds the said wheat to be of a higher grade than that on which the price had been already paid, then the said buyer shall pay to the farmer aforesaid the difference between the price which he had already been paid and that which should have been paid in the first instance had the grade afterwards fixed by the Chief Inspector been agreed upon at the time of sale.”

By the provisions of the amended Act the inspection division of Manitoba now includes the whole of Manitoba, the North-West Territories, and that portion west of and including the old inspection district of Port Arthur; a new office was created, that of Chief Grain Inspector, and Mr. David Horn, the Winnipeg Inspector, was promoted to fill that office.



Winnipeg inspection has practically been made final, as grain going into the Fort William elevators after being inspected at Winnipeg, is merely checked to detect possible errors; a new Survey Board to decide in case of appeal being made from the grading by inspectors or the Chief Inspector has been established, and this Board by law has a right to nominate one-half the members composing it; and all inspection officials are now paid regular salaries, instead of by fees, as heretofore, the entire fees collected on account of inspection going into the "Manitoba Grain Inspection Fund," which is available only for the legitimate expenses connected with carrying on the work of inspection. No certificates for straight grades are given when grain of different grades are mixed together; in such cases the certificate issued for the car or cargo, as the case may be, states specifically the quantities of the different grades composing the mixture.

It is pleasing to report that the new system is working most satisfactorily in every respect, and is a vast improvement on the old order of things.

#### DOMINION BOARD OF EXAMINERS AND ARBITRATORS.

The General Grain Committee, on the 29th August, reported to the Council as follows :—

"The question of the standing of the Dominion Board of Examiners and Arbitrators when the changes in the Inspection Act came into force on the 1st September, 1899, having arisen, your Committee have been notified by the members of said Board that they have resigned, so as to leave the matter of re-appointment in the hands of the Minister of Inland



Revenue. Your Committee now beg to recommend that the following be nominated to the Minister for appointment as a new Board to examine candidates for certificates of qualification to act as Inspectors and Deputy Inspectors of Grain, viz.: Messrs. F. W. Thompson, S. Spink, Robert Muir, S. A. McGaw, and S. Nairn, with C. N. Bell as Secretary."

On the 18th September notice was sent by the Department of Inland Revenue that the appointment of the Board's nominees had been duly made.

Owing to the fact that Inspector David Horn, of Winnipeg, was promoted to be Chief Inspector of Grain for the Manitoba Inspection District, the office of Inspector at Winnipeg became vacant, and through a tacit understanding between the Board and the Department, has not yet been filled.

The Inspection Act requires that persons cannot be appointed as Inspectors or Deputy Inspectors of Grain unless they have passed an examination before the Board of Examiners as to their fitness and ability. As several applications for examination were received by the Board of Examiners, amongst others some who now hold Deputy Inspector's certificates, and several of the applicants now in subordinate positions on the inspection staff at Fort William and Winnipeg, have been too busy in the rush of the grain season to appear before the Board, the examination of all candidates has been delayed, the examiners considering that the service would not suffer in consequence. In answer to a request from the Commissioner of Inland Revenue, a list of all persons who have secured certificates of qualification from our Board of Examiners in the past, was forwarded to him, but on the recommendation of the General Grain Committee, the Council abstained from making any recommendation for appointments to vacancies on the inspection staff, awaiting the results of the examination of

candidates appearing before the Board of Examiners. Subsequent events have proved that this was the best course to pursue.

#### FLOUR STANDARD SAMPLES.

The Department of Inland Revenue has forwarded for the use of the Flour Examiners of this Board and the general public, seven quarter-barrel samples of the Dominion Flour Standards, as selected in Montreal on the 3rd of November last, and at which meeting Mr. Robert Muir was present as the duly accredited representative of this Board of Trade.

#### GRAIN BOARD OF SURVEY.

The new Inspection Act provides for a Board of Survey, consisting of twelve persons competent to hear and give final decisions in appeals from the grading of grain by the Official Inspectors, and it is also provided in the Act that the Winnipeg Board of Trade shall nominate six of this Board for approval by the Minister of Inland Revenue. On the recommendation of the General Grain Committee, the names of the following were submitted to the Minister and afterwards approved by him, viz.: Messrs. S. A. McGaw, Stephen Nairn, G. V. Hastings, S. Spink, A. Atkinson and F. W. Thompson. The other half of the Survey Board are nominated by the Minister of Agriculture of Manitoba and the Commissioner of Agriculture of the North-West Territories.

The full Survey Board has been regularly organized. Already several cases of appeal have been carried to them, and it is satisfactory to note that in each case the survey was held

within half an hour after receipt of application for the same, and everything indicates that the practical working of this feature of the Act will meet the necessities of the situation.

#### WESTERN GRAIN STANDARDS BOARD.

Under the new Inspection Act the functions of the Western Grain Standards Board are limited to the selection of commercial grades of grain, when, from climatic or other causes any considerable portion of a crop is affected to an extent that would prohibit the grading of the grain under the regular standards set forth in the Act. Under the new order of things the Inspectors inspect, according to the specifications shown in the Act, all the regular grades of grain. It was considered advisable that the Standards Board should be called together this past season, and they established the commercial grades of No. 3 Hard and No. 1 and 2 Frosted Wheat, though as a matter of fact only a trifle of frosted wheat has appeared in the markets.

#### FLAX SEED INSPECTION.

On the 29th August last the General Grain Committee of the Board reported to the Council, recommending that the Minister of Inland Revenue should be petitioned that the Government provide for the inspection of flax seed. The Council endorsed the Committee's report, and the following communication was addressed to the Minister:—

Winnipeg, 2nd September, 1899.

Sir Henri Joly de Lotbiniere,  
Minister of Inland Revenue, Ottawa.

Dear Sir: I am instructed by the Winnipeg Board of Trade to bring to your notice the fact that the Inspection Act of Canada makes no provision for the grading and inspection of flax seed. As considerable flax seed is now raised in the Province of Manitoba—300,000 bushels this year—representations have been made to this Board that it is advisable that flax seed should be inspected at Winnipeg, so as to secure to the producer the full value of his product.

This Board respectfully requests you to issue such instructions, as you may deem necessary, to inspectors of grain in the Manitoba Inspection Division to enable owners and shippers of flax seed to have their grain graded, and certificates issued therefor.

Under instructions, I beg to submit for your consideration a draft schedule of flax seed grades that our Grain Section, after much consideration, have prepared for submission to you.

MEMO OF PROPOSED FLAX SEED GRADES.

All flax seed inspected shall be classed according to quality and condition, as follows:—

No. 1 Manitoba flax seed shall be mature, sound, dry and sweet, free from mustiness, and containing not more than ten per cent. of damaged seed, and having a weight of not less than fifty-three pounds to the measured bushel of commercially pure seed.

No. 2 shall be the same as No. 1, except that it may contain

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not more than 20 per cent. of damaged seed and weigh fifty pounds to the measured bushel.

Rejected Manitoba Flax Seed—Flax seed that is immature, musty or containing more than 20 per cent. damaged seed, and not too damp for temporary storage, shall be "rejected."

No Grade Manitoba Flax Seed—Flax seed that is warm, mouldy, very musty, too damp or in any wise unfit for temporary storage, shall be classed as "no grade," with the Inspector's notation as to quality and condition.

I have the honor to be, Sir,

Your obedient servant,

C. N. BELL,  
Secretary.

The Secretary was in Ottawa shortly after the above letter was forwarded, and discussed the matter with the Minister, when it was discovered that owing to amendments made to the General Inspection Act, at the last session of Parliament, the Governor General-in-Council was no longer authorized to make additions to the schedule of grains to be inspected. It was, however, arranged by the Minister that Inspectors of Grain might grade any flax seed presented to them, at the request of the persons concerned, and thus act as an arbitrator between the seller and buyer to determine the correct quality of the seed according to the proposed grades recommended by this Board to be established. This arrangement has been taken advantage of quite extensively, about 75 car loads of the 1899 crop having been inspected at Winnipeg up to the 31st December.

The Minister gave assurance that at the coming session of Parliament he would introduce legislation to make the grades of flax seed, and inspection of the seed, legal.

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## ELECTION OF BOARDS OF EXAMINERS.

The General Inspection Act of the Dominion requires that this Board shall annually elect Boards of Examiners for certain products, and accordingly at the general meeting of the Board, held in August, the following appointments were made:—

## GRAIN.

Messrs. S. A. McGaw, N. Bawlf, S. Nairn, S. Spink and D. G. McBean.

## FLOUR AND MEAL.

Messrs. S. Nairn, R. Muir, G. V. Hastings, S. Spink, F. W. Thompson and C. H. Steele.

## GENERAL GRAIN COMMITTEE.

All members in the grain and milling trades.

## VISIT OF THE CANADIAN PRESS ASSOCIATION.

In August last the city was favored by a visit from the Canadian Press Association. At the request of the City Council, representatives of the Board assisted in receiving and entertaining the visiting press men, who expressed their keen enjoyment of the hospitality extended to them. Many very excellent descriptions of Winnipeg, and the country generally, appeared in the Eastern papers as a result of the Association's visit to the West. The Council is of the opinion that very much good results from the visits of Press Associations, as their members gain a better understanding of the possibili-

ties and requirements of the Great West, by a personal inspection, a fact which is at once recognized and proclaimed by themselves.

#### HIDES AND LEATHER INSPECTION.

At the mid-summer meeting of the Board, a return was presented from the Winnipeg Hide Inspector, showing that he had practically done no work during the preceding six months, and it was reported by the Secretary that the Inspector's returns for two or three years past show that a great falling off has taken place in the number of hides presented to the Inspector for his grading.

The Board, at that meeting, deferred the election of a Board of Hide and Leather Examiners, awaiting a report from the old Board on the causes which operated in the direction of Winnipeg inspection being practically a thing of the past. The examiners have submitted the following as their report:—

Winnipeg December 19th, 1899.

The President and Members,  
Winnipeg Board of Trade.

Gentlemen: Your Board of Hide and Leather Examiners beg to report that the matter of Winnipeg inspection of hides having been referred to them, they report as follows:—

1st. The majority of raw hides shipped from Manitoba and the North-West Territories are directly exported to the United States, and the American dealers and tanners do not ask for, or, in fact, recognize, Canadian inspection.

2nd. Canadian tanners do not ask for Winnipeg inspection of hides.

3rd. Shipments of hides from this Province to Ontario and Quebec are made, for the most part, direct to the warehouses established there of the business houses who purchased them in this country, and when sold in those Provinces, if purchasers buy on inspection, they ask for inspection by the Inspectors at Toronto or Montreal.

4th. As probably two-thirds of the hides sent out of Manitoba and the North-West Territories are shipped in a frozen state, and it is impossible to inspect frozen hides in the manner in which they are handled, it is practically impossible to encourage inspection.

5th. The Winnipeg inspection of hides has been, so far as is known to your Board, satisfactory, but the course of trade has so tended as to remove any demand for inspection at Winnipeg.

Your Board of Examiners believe that the above is a correct explanation of the fact, evidenced by the Hide Inspector's returns to the Board, that inspection at Winnipeg is a thing of the past, and unless radical changes occur in the methods followed in the hide trade, there is little likelihood of many hides being inspected in this city.

All of which is respectfully submitted.

C. N. BELL,  
Secretary of the Committee.

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## DISCRIMINATION IN LAKE FREIGHT RATES.

At a general meeting of the Board, held on the 16th August, the following resolution was passed:—

“Whereas, the Government of the Dominion of Canada have made the enlargement of our canals and the deepening of the waterways a settled policy;

“And whereas, this policy has had for its object the cheapening of transportation and thereby the benefitting of the whole people;

“And whereas, the Canadian Pacific and Northern Pacific Railways for the last two seasons, in defiance of public policy, have enforced, and are enforcing, a system of discrimination by exacting an increased rate of charge on goods for Winnipeg and other points in Manitoba when delivered at Lake Superior to either of the said roads by other than certain favored lines of boats;

“And whereas, such discrimination by said roads restricts the amount of tonnage coming to Fort William and Duluth from Eastern Canada, and besides preventing competition in rates on the Great Lakes in west-bound freight, restricts the amount of tonnage east-bound available for grain and other produce and thereby affects the value of the same in the farmers' hands;

“And whereas, the Government of Canada has taken power to subsidize a line or lines of railway, part of which is known by the name of the Ontario and Rainy River Railway, running from Lake Superior by way of Rainy River and Fort Francis and intended to form part of a through line to the City of Winnipeg;

"Therefore, be it resolved, that in the opinion of this Board no action shall be taken by the Government toward the subsidizing of the Ontario and Rainy River, or any other railway running in a similar direction, unless and until a binding agreement has been entered into by such road or roads with the said Government, one of the conditions of which shall be that no greater rate of freight shall be charged to Winnipeg, or other point in Manitoba or the Northwest Territories, on any goods carried over said road or roads because of the said goods having been delivered to them by any boat or boats other than those connected with the regular lines, or for any other cause, and that no rebate shall be granted on the freight of goods carried by one line or one boat more than another, or any favoritism of any sort shown in the receiving or carrying or delivering of any goods because of the manner of their reaching the said railroad or the party or parties from whom received."

Copies of the above resolution were forwarded to the Governor-General-in-Council, the Minister of Railways and Canals and the Minister of the Interior, all of whom acknowledged receipt. The Hon. Clifford Sifton, Minister of the Interior, shortly afterwards wrote asking for information, as follows:—

Toronto, September 15th, 1899.

"I beg to acknowledge receipt of your letter of the 28th ultimo, enclosing copy of a resolution passed at a meeting of the Winnipeg Board of Trade. I observe that the resolution contains the following recital: 'And whereas, the Canadian Pacific and Northern Pacific Railways for the past two seasons, in defiance of public policy, have enforced and are enforcing a system of discrimination, by exacting

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an increased rate of charges on goods for Winnipeg and other points in Manitoba when delivered at Lake Superior to either of the said roads by other than certain favored lines of boats.' I would be pleased if you would be good enough to forward to me the particulars of the matter referred to in the above paragraph, and, if possible, any illustrations of the operation of the discrimination referred to, which you are in a position to include in your statement. I note the request of the Board in regard to the same question as affecting the Ontario and Rainy River Railway, and will be very happy to give it my best consideration!

"Yours faithfully,

"CLIFFORD SIFTON."

This letter was referred to the Board's Standing Committee on Freight Rates.

At a meeting of the Council on the 21st September, the following letter, presented by the Chairman of the Freight Rates Committee, is an answer to Mr. Sifton's inquiry, was approved and duly forwarded:—

Winnipeg, September 21st, 1899.

Secretary Winnipeg Board of Trade, City.

Dear Sir: In reference to the Hon. Clifford Sifton's letter of the 15th inst., in which he asks for information concerning the recital connected with the resolution regarding discrimination of freight rates, as follows:—

"Whereas, the Canadian Pacific and Northern Pacific Railways, for the past two seasons, in defiance of public

policy, have enforced, and are enforcing, a system of discrimination by exacting an increased rate of charges on goods for Winnipeg and other points in Canada when delivered at Lake Superior to either of the said roads by other than favored lines of boats."

I would say, by reference to the Board of Trade report 18 for the year 1897, page 38, the original protest of the Board in this matter will be found; also, further reference to it in report 19 for the year 1898, page 35. The position of affairs there outlined has continued up to the present time, the only difference apparently being that as the railways were able to force the steamship lines to their terms these lines were brought into the combination and the number of favored lines was simply increased to that extent; but at the same time the same as commencing with the season of 1897, there is to-day a discrimination against all boats who are not named among the favored lines (not in the combination), by which a higher scale of charges from Port Arthur and Duluth respectively are exacted on goods coming by them than by the favored lines. To give a few instances:—

Rate, Port Arthur and Duluth respectively, per favored lines:

| 1.   | 2.   | 3.   | 4.   | 5th class. |
|------|------|------|------|------------|
| 93c. | 79c. | 65c. | 56c. | 47c.       |

Per outside lines:

| 1.      | 2.   | 3.   | 4.   | 5th class. |
|---------|------|------|------|------------|
| \$1.15. | 98c. | 80c. | 66c. | 57c.       |

Other classes in proportion.

This will, I trust, be the information asked for by Mr.

Sifton, and I think it is needless to say that such a discrimination against other than favored lines of boats is decidedly in defiance of public policy.

Yours truly,

J. H. ASHDOWN.

#### ILLUSTRATION FARMS.

On returning from Ottawa, in April last, the Secretary reported the result of an interview with the Hon. the Minister of Agriculture *re* Illustration Farms.

"Having learned while in Ottawa that the estimates would include an amount to cover the cost of working some "Illustration Farms," I had an interview with Prof. Robertson, of the Agriculture Department, and afterwards with the Hon. Sydney Fisher, Minister of Agriculture, and requested, on behalf of this Board, that one of these farms should be situated in close proximity to this city. The object of these farms is not to experiment, as in the case of regular experimental farms, but they are designed to show, as an object lesson, what good farming can do in the way of properly cultivating the soil, and obtaining the best results therefrom. Each farm will consist of, say, ten acres, and will be farmed under the directions of a competent man, and will thus serve as an object lesson to farmers.

"Mr. Fisher informed me that the exact location had not yet been determined on, but that he would place Winnipeg on the list as a proper point at which one of these farms should be situated."

After submission of the estimates to the House, the item to cover the cost of working farms, as referred to above, was withdrawn, and consequently none of them have been established this year.

#### GRASS TWINE MANUFACTURE.

Early last year a communication was received from the Northwestern Grass Twine Company, of St. Paul, Minn., asking for information as to the marsh lands within a radius of 40 miles of this city producing wild grass suitable for the manufacture of twine, and the Company forwarded samples of the wild grass sought. Correspondence was asked for from persons familiar with the district who could afford the desired information. The data received showed that a certain amount was to be found in different localities, but it was afterwards deemed advisable by the Council to place the correspondence in the hands of the Provincial Department of Agriculture, who reported later on that suitable grass is quite common in Manitoba, but in limited areas only, and that after making special inquiries of their Swamp Lands Inspector, as well as of the C. P. R. Land Department and Dr. Fletcher, Botanist of the Geological Survey, the general information given was that no large areas could be found in this district where this grass grows by itself.

As grass binder twine is now quite extensively used in Minnesota and Dakota, it is to be hoped that further exploration may reveal in this Province a sufficiently large area to make the manufacture of twine profitable here.

### INVITATION TO NEW WESTMINSTER EXHIBITION.

Invitations were received in September from the New Westminster, B. C., Board of Trade and City Council for members of the Board to be present at the Royal Agricultural and Industrial Exhibition there. The Council accepted the invitation on behalf of the Board, and hoped to have some representatives present, but none of our members were found to be visiting British Columbia at that time.

### METRIC SYSTEM OF WEIGHTS AND MEASURES.

Through the kindness of the Hon. Sir Henri Joly de Lotbiniere, Minister of Inland Revenue, the Board was supplied by the Department with a case containing a set of weights and measures and charts of the Metric System, which have been placed in our Board room for the information of the public.

In September, Sir Henri visited Winnipeg to inspect and inquire into the working of the new Inspection System, and while here delivered a most interesting address to a large meeting of our members, and others, on the Metric System, the majority of those present agreeing with the following statement of the Minister:—

“We must gradually prepare for the adoption of the Metric System in Canada. If we compare the two, we shall soon find out how much the Metric System of Weights and Measures is preferable to our present confused and irrational system (or rather want of system), just as we found some



years ago, how much easier it is to calculate in dollars and cents than in pounds, shillings, pence, half-pennies and farthings."

#### RE UNDERVALUATION AND FALSE INVOICES.

The Toronto Board of Trade, under date of June 7th, forwarded to this Board a circular issued by their Dry Goods Section containing a long resolution declaring that it has been a matter of notoriety that efforts are being continually made to defraud the customs revenue by undervaluation and false invoices, and that it is necessary for the production of the honest importer in all such cases where there is an evident intention to defraud, that the utmost penalty of the law should be inflicted and no compromise made. It was further set forth that these frauds usually come from foreign firms having agencies in Canada, but having no domicile or available assets which the Government could seize; that their business is mostly done on orders taken and delivered direct, without carrying any or much stock, and therefore, unless the Customs detained and held all goods, the entries of which are doubtful as to the declared values, until the matter is finally settled, and the full duty and penalty which the law demands is exacted, there is little chance of the offenders being properly punished. Wholesale houses carrying heavy stocks have to contend against this rascally unfair competition. Several definite cases were reported where compromises had been made by the Government. The resolution concluded with the following words:—

"It is therefore only in justice to ourselves, the Revenue, and all honest traders, that we call upon the Government to let the law take its course and effect no compromises."

The Council indorsed the proposition of the Toronto Board, but declined to make to the Government the following recommendation suggested by the Toronto Board, viz. :—

“And it is further recommended that no entry for an amount of over \$100.00 be accepted by the Customs from any broker or other party than the owner of the goods, unless such broker or agent assumes the responsibility of the said entries, and is a responsible party, in case of action being taken by the Government.”

The Council declined to approve of the last named recommendation because it could easily be foreseen that many difficulties would arise when legitimate business was done through the regular Customs Brokers.

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

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

“That the Board of Trade wishes particularly to draw the attention of the Dominion Government to that portion of the Council's Report that deals with the question of the St. Andrew's Rapids.

“This Board cannot help expressing its strong regret that the Dominion Government so persistently neglects the interests of this portion of the Dominion by failing to construct the necessary improvements at the St. Andrew's Rapids, notwithstanding the fact that it has been pressed on their attention year after year by the united voice of the people interested. This Board trusts that the current year will not be

allowed to pass without seeing the commencement of the work, and would recommend that the new Council take an early opportunity of conferring with the City Council for the purpose of making renewed efforts to have the work prosecuted."

The new Council communicated with the City Council of Winnipeg, with a result that a joint committee of the two bodies was organized, and on the 22nd March wired Sir Wilfred Laurier, urging for a prompt answer to the proposition of the Winnipeg City Council *re* St. Andrew's Rapids, as wired him on the 28th Feb., 1898. The Premier answered that he would give the matter full consideration, and later on, in response to a telegram from the Committee, he wired that it was impossible to answer fully until the estimates were brought down to the House of Commons. The Committee then requested the Mayor and the President of this Board to call a public meeting in the Princess Opera House for a public discussion of the subject. The meeting was attended by a large number of citizens, a number of representatives of the City Council and Board giving addresses, and one speaker announced that he had received assurance from Ottawa that the estimates would contain a sum for the prosecution of the work of improving the navigation of St. Andrew's Rapids, and this proved to be true, as the final estimates submitted to the House included the sum of \$150,000 for the St. Andrew's locks. Delay occurred in calling for tenders for the work, and the Joint Committee communicated with members of the Government on several occasions. On the 15th of December the City Council and the Council of this Board had an interview with the Hon. Mr. Sifton in this City and urged the Minister that he strongly impress upon the Minister of Public Works the urgent necessity of commencing operations at the earliest possible moment. The Hon. Mr. Sifton stated that he had been in communication with the Minister of Public

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Works since the adjournment of the House, and that for some time past the engineers of the Department in charge of the plans and specifications were using every effort to get them ready, when tenders might be called, and that as a matter of fact he expected that tenders would be asked for within a very short time. Tenders are now being asked for and some preliminary work has already been done at this time.

#### TRANSPORTATION MATTERS.

During the year the Board has received from the Toronto Board of Trade and Mr. DeW. Carter, of Port Colborne, Ont., lengthy memoranda on the transportation problem, as connected with the question of diverting the grain traffic of Manitoba and the North-West through Canadian channels. The Toronto Board took strong grounds against granting the petition of several bodies in Canada that United States vessels might participate temporarily in carrying grain for export only from Fort William to Canadian lake and river ports, and it was stated that the absence of business enterprise in cultivating the all-Canadian route in the past might be said to be largely owing to the lack of return cargoes. The Toronto Board advocated the construction of a line of railway, under and controlled by the Government, across the portage to Georgian Bay from Toronto. On the other hand, the Port Colborne people advocated the enlargement and deepening of Port Colborne harbor and providing at the head of our canal system the latest improved equipment for the rapid transfer of cargoes from the largest lake craft to smaller vessels.

In connection with this subject, Mr. A. McFee, President



of the Montreal Corn Exchange, while in Winnipeg in April last, addressed an informal joint meeting of this Board and the Grain Exchange, on which occasion the following resolution was approved:—

“Whereas, it is anticipated that there will be a large increase in the agricultural products of Manitoba and the North-West Territories, and ample transportation and terminal facilities for the handling of same will be of advantage to the producer; and

“Whereas, it is of paramount importance to the West, and also to the Eastern Province, that a large share of this business should pass through Canadian territory to the seaboard; and

“Whereas, the Canadian Inland Marine is insufficient to meet the requirements of the grain trade originating at Fort William elevators; and

“Whereas, there are no elevator facilities at Montreal for the storage of grain arriving by the water route;

\* “Be it therefore resolved, That it is the opinion of this meeting, in view of the large anticipated increase in the grain products of this country, which will require all the harbor space in the port of Montreal to provide for the same, that the property now controlled by the Montreal Harbor Trust be not alienated by long term of leases to either individuals or corporations;

“Be it further resolved, That, pending the increase of Canadian vessels sufficient for the requirements of the grain trade at Fort William, the United States vessels be allowed to load at Fort William for Canadian eastern ports for export;

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"And that the port of Montreal be equipped with the most modern permanent elevator facilities by the Government as an adjunct to the canals, thereby assuring to the producer that the minimum charge for the transshipping and storage of grain will be made;

"And also that such facilities be provided by the Dominion Government as will prolong navigation at Fort William to the latest date possible."

However, at a regular Board meeting, held on the 6th of May, the clause referring to American vessels being allowed to take cargoes of grain for export from Fort William to other Canadian ports was specially discussed, when it was apparent that a great diversity of views existed as to the advisability of taking this step, and finally the whole resolution was referred to the General Grain Committee, and no further action has since been taken. It may be stated that the Dominion Government did, late in the fall, allow American vessels to take cargoes to Canadian ports, but very few shipments were made by such vessels from Fort William.

Parliament, at the last session, voted a sum to provide better harbor and elevator facilities at both Montreal and Port Colborne, and the Montreal Harbor Commission have lately leased to a syndicate, largely composed of business men in the United States, room on certain piers whereon to erect immense elevators approved by the Commission, the storage and elevating rates to be subject to the approval of the Commission as well and the syndicate undertakes, in addition, to invest a large amount of money in vessels for transporting grain from the lakes to Montreal and to divert many millions of bushels of grain for export via the Montreal route.

## PACIFIC CABLE.

In May last the Ottawa Board of Trade requested this Board to express to the Secretary of State at Ottawa its views on the subject of a Pacific Cable, and forwarded a copy of the following resolution passed by that association:—

“That the Ottawa Board of Trade, having learned the position of the project to connect Canada with Australasia by telegraph and the necessity for immediate action, desires to give expression to the great regret generally felt that the Home Government hesitates to co-operate with Canada, Australia and New Zealand in establishing the undertaking as a national work. This Board desires further to urge on the Parliament of Canada to place upon the statute book the resolutions recently introduced by the Government, as the best means of indicating the deep interest felt by Canadians in the project and the desire that it should be established without further delay.”

As the Council understood that negotiations were then being carried on between the various Governments interested and the result would be placed before the House at Ottawa, it deemed it advisable, owing to lack of information in their possession, not to give expression to any views on the subject.

## NEW BOARDS OF TRADE.

The Board has had applications for information, as to the method of organizing a Board of Trade, from Oak Lake and Boissevain, Manitoba; Wolseley and Innisfail, N.W.T., and Moyie, B.C. All information possible, with offers of any

assistance that this Board can render, have been forwarded to the promoters of these proposed bodies.

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#### CANADIAN TICKET AGENTS' ASSOCIATION.

Early in September the Canadian Ticket Agents' Association held their annual meeting in our Board room, and it was largely attended. The thanks of the Association were returned to the Board for the use of the rooms.

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#### MANITOBA'S FIRST TRANSVAAL CONTINGENT.

The Board was officially represented in the farewell ceremonies attending the departure of the Manitoba troops as part of the first Canadian contingent to the war in South Africa.

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#### ADDITIONS TO LIBRARY.

A large number of blue books from Canadian and American Government Departments, with works of a statistical nature presented by societies and individuals, have been added to our library during the past year. The library is frequently sought by members of the Board, and citizens generally, for the information which it contains. Except for a small sum spent on binding, the additions this year have been made without any expense to the Board. Many requests have been received from Government Departments, public libraries, business associations and individuals for our annual report.

## INFORMATION SUPPLIED.

Letters are received almost daily by the Secretary, requesting information on a very wide range of subjects connected with this country, its possibilities, development and the opportunities afforded by it to settlers, and for the exchange of business. The fullest information possible is cheerfully supplied to all inquirers.

## ELECTRIC AND GAS LIGHT SERVICE.

The following is a copy of the resolution passed by the Council on the 13th December, 1899 :—

“Whereas the present position of the electric and gas lighting in this City is most unsatisfactory and the rates are much in excess of what it is considered they should be,

Resolved that a Committee consisting of Messrs. J. H. Ashdown, D. K. Elliott, E. L. Drewry, John Russell and A. Strang be appointed to look into the whole question of electric and gas lighting as furnished by the present Company, the charges for same, the difference of the cost of lighting as compared with the past, and between the present cost and what would be a fair figure for the services rendered and as to what remedy is to be found.”

The Committee have been actively engaged since their appointment in securing information from many cities and towns in Canada and the United States and they are now in communication with the Winnipeg Electric Street Railway Company, who supply both gas and electric light in Winnipeg, and expect soon to be in a position to make a report to the Board.

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## POST OFFICE MATTERS.

A standing Committee was appointed by the Council to take up all matters in connection with the Post Office service. The Committee had an interview with the Superintendent of the railway mail service in connection with the delay of mails from Eastern Canada, owing to the fact that they were frequently carried on the second section of a train which arrived here in sections. The Superintendent informed the Committee that this matter had already been brought to his attention, but he would again take it up with the Railway Officials. The Committee have reported that this was done, and that no complaints are now made of the delay in mails from this cause.

The Committee conferred with the Post Office Inspector in regard to the complaints that were made that the City staff was inadequate to properly handle the mail matter in the Post Office. He promised to investigate the matter and do all he could to remedy this state of affairs, but it was subsequently reported to the Committee that the Postmaster maintained that the staff employed was ample to meet all demands. Some changes were made, and with additions to the staff the service given the public was more satisfactory, but recently complaints of inadequate service at the general delivery have been made and the Committee is now pressing the matter on the attention of the Department.

A year ago the Council had represented to the Department of Public Works the urgent necessity then existing that more space should be given to the lobby of the City Post Office, with other alterations greatly required by the public. Plans prepared by Mr. D. Smith, local Superintendent of Public Works, were approved by the Department, and a vote for the



necessary funds made in 1898, but the work was not proceeded with. The Committee instructed the Secretary, who was going to Ottawa, to take this matter up with the Hon. the Postmaster-General and the Hon. the Minister of Public Works, which he did, with a result that he was informed by the Department that funds were available, and instructions were sent to Winnipeg to go on with the work. The alterations were made and have afforded increased facilities.

The Committee, at the request of residents of Mine Centre, urged the Post Office authorities to give a more frequent service to that district, as people there were sending their letters out via Minnesota on account of the inadequate service. During the summer, at least, the service was improved.

Late in December, at the request of some residents of Fort Francis, the Post Office officials were urged to arrange for a mail service to the Rainy River District by sending the mails out via the South Eastern Railway to its present terminus and thence overland.

The Committee have since had a conference with the General Superintendent of the South Eastern Railway and the Superintendent of Railway Mail Service, and both of them are now enquiring into the feasibility of sending mails via the South Eastern Railway and across from the terminus at War-road River to Beaver Mills P.O. on the Rainy River, a distance of thirty-five miles in United States territory.

#### THE DOUGLAS GRAIN BILL.

A special general meeting of the Board was held on the 6th May to consider the provisions contained in a Bill intro-

duced to the House of Commons at Ottawa concerning the grain trade of this country. After consideration of the provisions of the Bill, as introduced, the Board passed the following resolution :—

Winnipeg, May 6th, 1899.

Whereas the attention of the Winnipeg Board of Trade has been called to a certain Bill concerning the grain trade of this country, introduced by the Rev. Dr. Douglas, M.P.;

And whereas this Board has fully considered said Bill, and has come to the following conclusion, viz. :—

1. That it would be impossible to handle the grain of this country in our short marketing season before the close of navigation without a system of elevators.

2. That the policy adopted by the railroads of this country has resulted in providing the finest system of elevators in the world, with a total capacity of fifteen million bushels, erected at a cost of \$2,500,000, contributing largely to the support of the Schools and Municipal Institutions in the localities where erected, by way of taxes, and which insure convenience and safety to the producer.

3. That the producers are not bound in any way to sell to the elevator owners. Their interests are protected by their being able to ship direct on cars without the intervention of any elevator or warehouse.

4. That should the Bill now before Parliament become law, the proposed restrictions, along with grain chutes and flat warehouses might render the elevators unprofitable, and lead to their being closed down, so restricting the movement of grain that only a small proportion of a year's crop could be handled before the closing of navigation at Fort William.

The loss that would necessarily follow to the various business interests of the country by any such enforced holding of grain in the farmers' hands would be a most serious matter, not only to the business men, but to the farmers as well.

Therefore be it resolved that this Board is of the opinion that the legislation proposed by the Douglas Bill is based on a misapprehension of the true needs of the country, and that any enactment on such lines would be ill-advised, as it would seriously interfere with our most important industry.

Copies of the resolution were forwarded to the Hon. Mr. Sifton and to Mr. Bain, M.P., the Chairman of the Special Committee of the House on the Bill. The Bill was subsequently defeated in the Committee and a Royal Commission has since been appointed by the Government "To inquire into and report upon certain alleged irregularities which are claimed to exist in the shipping and transportation of grain from the Province of Manitoba and the Northwest Territories."

The Commission has been holding sessions throughout Manitoba and the Northwest Territories and has taken evidence at a large number of points from farmers, grain dealers, elevator owners and others. Their report is not yet made public.

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#### INTERNATIONAL CONGRESS OF COMMERCE AT PHILADELPHIA.

In May last, on invitation, the Board accepted membership on the International Advisory Board of the Philadelphia Commercial Museum, an institution devoted to the

extension of International Commerce. Mr. D. W. Bole was appointed as our representative at an International Congress held in Philadelphia, under the auspices of the Museum, and his interesting report follows :

## REPORT OF DELEGATE.

Winnipeg, 17th Jan., 1900.

The President and Members Winnipeg Board of Trade.

Following the resolution of the Council of the Board appointing me a delegate, I attended the International Congress of Commerce held in Philadelphia during the month of October last.

The Congress was held under the auspices of the Philadelphia Commercial Museum, and the Directors of this worthy institution deserve credit for the great success attending their efforts.

Before entering upon a report of the Congress I would like to say a word about the Museum. This institution is carried on by a number of public spirited gentlemen, assisted to some extent by the City and State, and is intended to promote foreign trade. The buildings occupied by the Association are very large, and are divided into a great many departments, each devoted to samples of certain natural products gathered from all parts of the world. One large room is filled with samples of wood from every part of the habitable globe ; woods taking a polish are exhibited in the rough, in a partly polished state, and in a highly polished state ; woods useful in every department of wood craft are to be found here, so that it is possible for an American manufacturer to make choice of raw material from sample, to learn of the



country producing it, the habits of its growth, the extent of its production, the cost of transportation and everything else pertaining to it. Other rooms are filled with samples of minerals, cereals, drugs, hides and skins of all kinds of animals, with samples of leather from each, in a word, every known product from every known country, and all kinds of information respecting it, are here at the disposal of the manufacturing, exporting and importing public. The staff of this institution appear to be the servants of the nation, ready at all times to serve the people. They command information respecting the consuming world as well as the producing world, making it possible for a manufacturer in any part of the union to find a place to buy his raw material as well as a market to sell his wares. Such an institution must be of great advantage, but it is only possible in a country where the government sees the importance of maintaining commercial agents in all parts of the world, whose chief duty it is to supply information respecting the resources and wants of the people with whom they live.

The International Congress of Commerce was opened on the 12th October, in the Auditorium at Exhibition Park, where some six thousand citizens had assembled to welcome the delegates. The Assistant Secretary of State, the Governor of Pennsylvania and the Mayor, representing the national, state and civic governments, delivered addresses of welcome. The opening exercises, including procession of delegates, from the civic building to the Auditorium, the Mayor's reception and other imposing functions, were quite in keeping with the novelty and huge proportions of the whole enterprise. Nineteen foreign governments were directly represented, while one hundred and ninety-two delegates, representing foreign trade organizations of various kinds, and a very

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large number of Americans from all parts of the Union, were present during the opening days of the Congress. After the interchange of courtesies, which occupied three sessions and were very interesting, the Congress got down to work.

I attended nine sessions, and, of course, find it impossible to report in detail, but I will take pleasure in presenting to the Board a volume containing the official records, as soon as it comes to hand. I think, however, it will not be out of place to report specially upon the work done by the Canadian delegates, of whom there were about 30 present. Owing to the fact that there was no organization of Canadian delegates, Canada got very little prominence during the first few days, but this was partly corrected later on, when a meeting of Canadians was held and a programme formulated. Hon. R. R. Dobell, Member of the Canadian Government, was Chairman, and Mr. Wills, of the Toronto Board of Trade, was Secretary of this meeting. The following resolutions were proposed and submitted later to the Congress, as opportunity offered :—

“ 1. That in the opinion of this Congress the Transportation problem is of the greatest importance to the Western Agriculturist, Miner and Lumberman, and with the completion of the Canal System of Canada to a uniform depth of 14 feet, which can be used on equal terms by the ships of the United States and Canada, and in view of the large consumption of American Products by Canada, and the community of interest growing between the two countries justifies the reasonableness of a request that the Inland Waters and Canal Systems be extended to the shipping of both countries, including the right to trade between any ports.”

“ 2. Whereas expression has been given at earlier meetings

of this Congress favoring closer Trade Relations with other countries,

"And whereas the free exchange of the national products between the United States and Canada would tend to a mutual advantage,

"Therefore be it resolved that this Congress recommends the appointment of a Commission representing both countries, to meet for the purpose of formulating a plan which could be submitted for the approval of their respective Governments."

"3. That in the opinion of this Congress the world's commerce would be benefitted by the United States extending to other countries the same freedom of trade that those countries extend to the United States."

The first and third resolutions were readily adopted by the Congress, but the second occasioned considerable discussion, many of the foreign delegates taking the ground that it was too local and did not come within the scope of pertinent discussion. The resolution was, however, finally adopted, many of the foreign delegates, especially representatives of foreign governments, declining to vote.

I think, on the whole, the Congress should be voted a success. The aim, according to prospectus, was to promote international trade, and I have no doubt the many excellent papers and speeches and the accompanying discussions, will have that good result. The Governor of the State of Pennsylvania, in concluding his speech of welcome, made use of these words: "Gentlemen, I hope the Congress will result in great pleasure to you and great profit to us." The remark was made in the best good humor and received in the same spirit, but I don't think the audience was less sensible of its

aptness than the speaker himself, who was candid as well as brilliant and humorous, and acquitted himself worthy of a great and generous people on a really great occasion.

At the meeting of Canadian delegates already referred to, the question of reorganizing the Dominion Board of Trade was talked over, and it was finally agreed that the Toronto Board of Trade should take the initiative. When this matter comes before the Winnipeg Board of Trade, as I think it will in due course, I bespeak for the proposition your best consideration, and if reasonable and practicable, your final sanction. A central trade organization, properly organized and conducted and qualified to speak for commercial Canada, would be of great service to the country. The need of such an organization was forcibly illustrated at the Congress of Commerce, when Canadian delegates assembled without definite concerted purpose, and when a splendid opportunity was lost of bringing to the attention of the commercial world the resources of our country. A Dominion Board of Trade would also, I believe, have great influence with the government. I believe the Department of Trade and Commerce at Ottawa should be the premier department of our government, instead of a bureau of statistics, as at present. The products of our forests, fields, ranges, mines, fisheries and factories should be pushed beyond the borders of our own country, where there are millions of people ready to use them if intelligent effort was made to place them in new markets ; but this cannot be done by private enterprise, it is a duty that should be assumed by the government.

\* I made it a point to meet privately delegates from countries whose foreign trade showed large increases in recent years, especially Germany, Japan and the United States, and from their statements and from official documents some of them

have been kind enough to send me since, it is plain the tremendous increase in their foreign trade is due almost wholly to foreign commercial agents of their respective governments. I feel sure one hundred live pushing men sent out to carefully selected parts of the world, would more than double our export trade in a very few years.

I cannot close without referring to the great kindness and unbounded hospitality of the people of Philadelphia. The best hotels were open to us, steam boats and trains were chartered for our benefit, and everything was done which a hospitable people could think of to make the delegates happy and their visit enjoyable.

All of which is respectfully submitted.

D. W. BOLE.

The Council acknowledged receipt of the above report from Mr. Bole and tendered him the thanks of the Board for his services as delegate of this Board.

#### DEATH OF MEMBERS.

The members of the Board were quite shocked when they heard of the death of Mr. R. W. Jameson, Member of Parliament for the City of Winnipeg and a member of this Board, which occurred within a couple of hours after he left a general meeting of the Board, held on the 21st February last. The following resolution was passed by the Board and sent to our late member's family :—

“The Board has heard with much regret of the death of Mr. R. W. Jameson, Member of Parliament for the City of Winnipeg and a member of this Board.



"Although but recently a member of this Board, Mr. Jameson has given great attention to many of the matters which have come before it and the Board desires to record its recognition of the great interest displayed by him in the many important questions which have claimed its attention during his period of membership and the assistance which he has at all times afforded to the Board in his public capacity.

"The Board further desires to express its deep and earnest sympathy with Mrs. Jameson and her family in the great bereavement which has overtaken them."

On the 12th January, 1900, the Board suffered in the loss by death of Mr. W. W. Ogilvie, who had been a member for many years and who had on all occasions, when representatives or delegates of the Board visited Montreal, extended every assistance in his power in carrying out the views and policy of the Board.

The deep sympathy of the members of this Board were expressed to the widow and family of our late member.

For the Council,

E. L. DREWRY, President

C. N. BELL, Secretary.



## Treasurer's Statement.

For the Year ending 31st December, 1899.

Winnipeg, 1st February, 1900.

### RECEIPTS.

|                                     |           |           |
|-------------------------------------|-----------|-----------|
| To balance from last year . . . . . | \$ 883 19 |           |
| " annual dues . . . . .             | 1680 00   |           |
| " interest on deposits . . . . .    | 19 77     |           |
|                                     | <hr/>     | \$2582 96 |

### DISBURSEMENTS.

|                                    |           |           |
|------------------------------------|-----------|-----------|
| By Secretary's salary . . . . .    | \$1000 00 |           |
| " furniture . . . . .              | 153 63    |           |
| " printing and advertising . . . . | 104 75    |           |
| " postage and telegrams. . . . .   | 47 07     |           |
| " rent. . . . .                    | 100 00    |           |
| " stationery and forms. . . . .    | 34 48     |           |
| " telephone. . . . .               | 25 00     |           |
| " insurance. . . . .               | 15 40     |           |
| " miscellaneous . . . . .          | 46 55     |           |
|                                    | <hr/>     | \$1526 88 |
| Balance in Bank of Ottawa . .      |           | 1056 08   |
| Balance last year . . . . .        |           | 883 19    |
|                                    |           | <hr/>     |
| Net gain . . . . .                 |           | \$172 89  |
| No liabilities.                    |           |           |

ANDREW STRANG, Treasurer.

Audited and found correct,

A. C. ARCHIBALD,  
T. HARRY WEBB, Auditors.

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## INLAND REVENUE COLLECTIONS.

## Winnipeg Division.

For years ending 30th June:—

|                                | 1896      | 1897      | 1898      | 1899      |
|--------------------------------|-----------|-----------|-----------|-----------|
| Spirits . . . . .              | \$185,407 | \$218,775 | \$247,483 | \$280,236 |
| Malt Liquor . . . . .          | 475       | 819       | 375       | 350       |
| Malt . . . . .                 | 21,328    | 27,323    | 18,681    | 22,954    |
| Tobacco . . . . .              | 162,865   | 150,169   | 162,126   | 177,300   |
| Cigars . . . . .               | 7,847     | 12,124    | 16,607    | 22,835    |
| Petroleum Inspection . . . . . | 1,051     | 1,162     | 1,309     | 2,481     |
| Seizures . . . . .             | —         | 110       | 350       | 421       |
| Other Receipts . . . . .       | 609       | 555       | 492       | 2,059     |
| Totals . . . . .               | \$379,582 | \$411,037 | \$447,923 | \$508,586 |

## MANITOBA'S WHEAT EXPORTS.

(Including during last years some from N. W. Territories.)

(Including Flour.)

|                                |                   |
|--------------------------------|-------------------|
| Crop (1886) . . . . .          | 4,000,000 bushels |
| " (1887) . . . . .             | 10,500,000 "      |
| " (1888) . . . . .             | 4,000,000 "       |
| " (1889) . . . . .             | 4,500,000 "       |
| " (1890) . . . . .             | 11,500,000 "      |
| " (1891) . . . . .             | 14,000,000 "      |
| " (1892) . . . . .             | 14,000,000 "      |
| " (1893) . . . . .             | 12,000,000 "      |
| " (1894) . . . . .             | 15,000,000 "      |
| " (1895) . . . . .             | 29,000,000 "      |
| " (1896) . . . . .             | 14,000,000 "      |
| " (1897) . . . . .             | 22,000,000 "      |
| " (1898) . . . . .             | 23,000,000 "      |
| " (1899) (estimated) . . . . . | 30,000,000 "      |

## 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 "      |
| 1895 ..... | 12,000,000 "      |
| 1896 ..... | 13,873,600 "      |
| 1897 ..... | 14,999,300 "      |
| 1898 ..... | 18,378,500 "      |
| 1899 ..... | 19,958,000 "      |
| 1900 ..... | 20,908,000 "      |

## CITY OF WINNIPEG ASSESSMENT OF PROPERTY.

|            | Realty       |             |              |
|------------|--------------|-------------|--------------|
|            | Assessment.  | Exemption.  | Total.       |
| 1896 ..... | \$19,498,660 | \$4,696,880 | \$24,195,540 |
| 1897 ..... | 19,745,930   | 4,876,820   | 24,622,750   |
| 1898 ..... | 19,670,680   | 4,882,920   | 24,553,600   |
| 1899 ..... | 20,049,890   | 4,996,100   | 25,045,990   |

## WINNIPEG POST OFFICE STATISTICS.

| Year Ending<br>30th June. | Gross Postal<br>Revenue. | Amount Money<br>Issued. | Orders<br>Paid. |
|---------------------------|--------------------------|-------------------------|-----------------|
| 1896 .....                | \$ 91,418                | \$153,375               | \$522,893       |
| 1897 .....                | 98,086                   | .....                   | .....           |
| 1898 .....                | 108,924                  | 143,512                 | 511,505         |
| 1899 .....                | 108,318                  | 134,504                 | 620,045         |

Note—(2c. rate from 1st Jan.—prior to 1st Jan., 1899, 3c.)

## \*City Carriers' Delivery.

|            | Letters.                | Postcards. | Newspapers. |
|------------|-------------------------|------------|-------------|
| 1897 ..... | 1,232,586               | 164,346    | 962,938     |
| 1898 ..... | 1,406,860               | 1,657,860  | 1,073,546   |
| 1899 ..... | (No enumeration taken). |            |             |

*\*Mailed at Winnipeg Office.*

|            | Letters.       | Postcards.              | **Newspapers. | Other Packages. |
|------------|----------------|-------------------------|---------------|-----------------|
| ints in    | 1896. . . . .  | 2,539,914               | 335,998       | 1,049,958       |
| 00 bushels | 1897 . . . . . | (No enumeration taken). |               | 74,568          |
| 00 "       | 1898 . . . . . | (No enumeration taken). |               |                 |
| 00 "       | 1899 . . . . . | (No enumeration taken). |               |                 |

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

\*\*Newspapers not from offices of publication.

## 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. |
|------------|----------------|-------------|------------|
| RTY.       | 1886 . . . . . | \$1,959,837 | \$ 859,615 |
| Total.     | 1887 . . . . . | 2,011,183   | 885,041    |
| 24,195,540 | 1888 . . . . . | 1,750,048   | 1,304,800  |
| 24,622,750 | 1889 . . . . . | 2,207,314   | 682,605    |
| 4,553,600  | 1890 . . . . . | 2,555,235   | 988,384    |
| 5,045,990  | 1891 . . . . . | 2,706,805   | 1,612,124  |
|            | 1892 . . . . . | 3,038,443   | 2,078,339  |
|            | 1893 . . . . . | 2,652,488   | 1,211,078  |
|            | 1894 . . . . . | 2,353,768   | 1,864,964  |
|            | 1895 . . . . . | 2,190,570   | 1,611,008  |
| Orders     | 1896 . . . . . | 2,770,316   | 1,308,505  |
| Paid.      | 1897 . . . . . | 2,858,966   | 1,965,755  |
| \$522,893  | 1898 . . . . . | 4,432,184   | 3,472,801  |
| .....      | 1899 . . . . . | 5,695,715   | 2,092,988  |
| 511,505    |                |             | 1,140,051  |
| 620,045    |                |             |            |

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.

papers.  
\$2,938  
3,546

## GRAIN STATISTICS.

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

| WHEAT.                | 1891  | 1892  | 1893  | 1894  | 1895 | 1896 | 1897 | 1898 |
|-----------------------|-------|-------|-------|-------|------|------|------|------|
| Class. Grade. Cars    | Cars  | Cars  | Cars  | Cars  | Cars | Cars | Cars | Cars |
| Hard No. 1. . . . .   | 424   | 934   | 4254  | 6404  | 4380 | 6812 | 5999 | 3566 |
| Hard No. 2. . . . .   | 2683  | 4337  | 1701  | 206   | 1898 | 2365 | 2200 | 759  |
| Hard No. 3. . . . .   | 2249  | 1731  | 290   | 8     | 2008 | 922  | 169  | 66   |
| Northern No. 1. . . . | 146   | 319   | 307   | 589   | 710  | 475  | 219  | 3201 |
| Northern No. 2. . . . | 531   | 432   | 51    | 20    | 157  | 88   | 50   | 349  |
| Northern No. 3. . . . | 43    | 106   | ..... | ..... | 37   | 9    | 11   | 68   |
| White Fyfe. . . . .   | ..... | 167   | 86    | 86    | 65   | 41   | 7    | 22   |
| Spring No. 1. . . . . | ..... | ..... | 16    | 93    | 213  | 47   | 14   | 386  |
| Spring No. 2. . . . . | ..... | ..... | ..... | ..... | 38   | 2    | 5    | 9    |
| No grade and feed. .  | 701   | 900   | 164   | 75    | 198  | 136  | 50   | 2576 |
| Rejected. . . . .     | 1169  | 1265  | 502   | 789   | 2578 | 379  | 474  | 383  |
| Commercial grades. .  | 5426  | 930   | 20    | ..... | 1630 | 653  | 21   | 18   |

Total Cars . . . . . 13372 11121 7391 8270 13912 11929 9219 11404

Wheat—Equal to (bushels), 8,691,800; 7,228,500; 4,811,300; 5,375,500; 9,042,800; 7,753,850; 6,453,300; 7,982,800.

Note.—Returns for six months ending 31st December, 1899, show 17,369,410 bushels already inspected of the crop of 1899, of which 884 per cent. graded equal to Nos. 1 and 2 Hard and No. 1 Northern.

## WINNIPEG CLEARING HOUSE.

Report for 1899.

The following is the comparison of the Total Monthly Bank Clearings for the last four years:—

|                     | 1896         | 1897         | 1898         | 1899          |
|---------------------|--------------|--------------|--------------|---------------|
| January . . . . .   | \$4,977,200  | \$5,009,819  | \$6,347,168  | \$7,683,052   |
| February . . . . .  | 4,052,581    | 3,851,013    | 5,517,340    | 6,209,471     |
| March . . . . .     | 4,286,623    | 4,289,596    | 5,968,275    | 6,756,121     |
| April . . . . .     | 4,032,458    | 4,161,962    | 6,240,113    | 6,916,431     |
| May . . . . .       | 4,246,201    | 5,014,786    | 8,683,364    | 7,472,855     |
| June . . . . .      | 4,094,841    | 5,531,140    | 7,396,799    | 8,211,716     |
| July . . . . .      | 4,961,277    | 5,616,603    | 6,316,238    | 8,169,595     |
| August . . . . .    | 4,646,959    | 6,298,574    | 6,180,385    | 7,995,291     |
| September . . . . . | 4,630,706    | 8,035,201    | 6,414,551    | 8,281,158     |
| October . . . . .   | 7,585,472    | 13,291,879   | 9,347,692    | 12,689,000    |
| November . . . . .  | 8,895,175    | 13,550,761   | 11,553,669   | 14,435,219    |
| December . . . . .  | 7,736,437    | 9,784,498    | 10,708,731   | 12,966,905    |
|                     | \$64,146,438 | \$84,435,832 | \$90,674,325 | \$107,786,814 |



The following shows the largest and smallest transactions, by months, weeks and days, during the years 1898 and 1899 :—

|                            |              | 1898         | 1899                   |
|----------------------------|--------------|--------------|------------------------|
| Largest Month .            | November,    | \$11,553,669 | November, \$14,435,219 |
| Largest Week .             | End Dec. 8   | 2,934,076    | End. Dec. 7 3,458,617  |
| Largest Day . .            | November 29  | 714,274      | December 5 845,232     |
| Smallest Month .           | February     | \$5,517,340  | February, \$6,209,471  |
| Smallest Week .            | End Mch. 31. | 1,110,575    | End. Feb. 16 1,370,940 |
| Smallest Day . .           | March 21     | 138,083      | February 13 183,666    |
| Average Daily Clearing . . |              | \$299,255    | \$355,732              |

The following shows the clearings for the principal cities of Canada :—

|                | 1897            | 1898            | 1899            | Per Centage.    |
|----------------|-----------------|-----------------|-----------------|-----------------|
| Montreal . .   | \$601,185,000   | \$731,264,677   | \$794,109,924   | Increase 8.59%  |
| Toronto . . .  | 371,457,000     | 439,489,336     | 504,569,918     | Increase 14.80% |
| Winnipeg . . . | 84,436,000      | 90,674,325      | 107,786,814     | Increase 15.88% |
| Halifax . . .  | 63,514,000      | 62,523,827      | 70,600,705      | Increase 12.91% |
| Hamilton . . . | 33,350,000      | 35,637,964      | 40,298,084      | Increase 13.08% |
| St. John . . . | 30,109,000      | 30,349,264      | 32,628,723      | Increase 7.51%  |
| Victoria . . . |                 | 6,322,000       | 33,506,489      | *               |
| Vancouver . .  |                 | 8,415,000       | 42,179,553      | †               |
|                | \$1,184,051,000 | \$1,404,676,393 | \$1,625,680,210 |                 |

\* Nine weeks only in 1898.

† Twelve weeks only in 1898.

The aggregate clearings at the cities in Canada showed an increase for 1899 of 15.73 per cent. as compared with 1898. The increase for Winnipeg was 15.88 per cent.

Clear-

1899  
7,683,052  
6,209,471  
3,756,121  
3,916,431  
7,472,855  
3,211,716  
1,169,595  
1,995,291  
1,281,158  
1,689,000  
4,352,219  
966,905  
786,814