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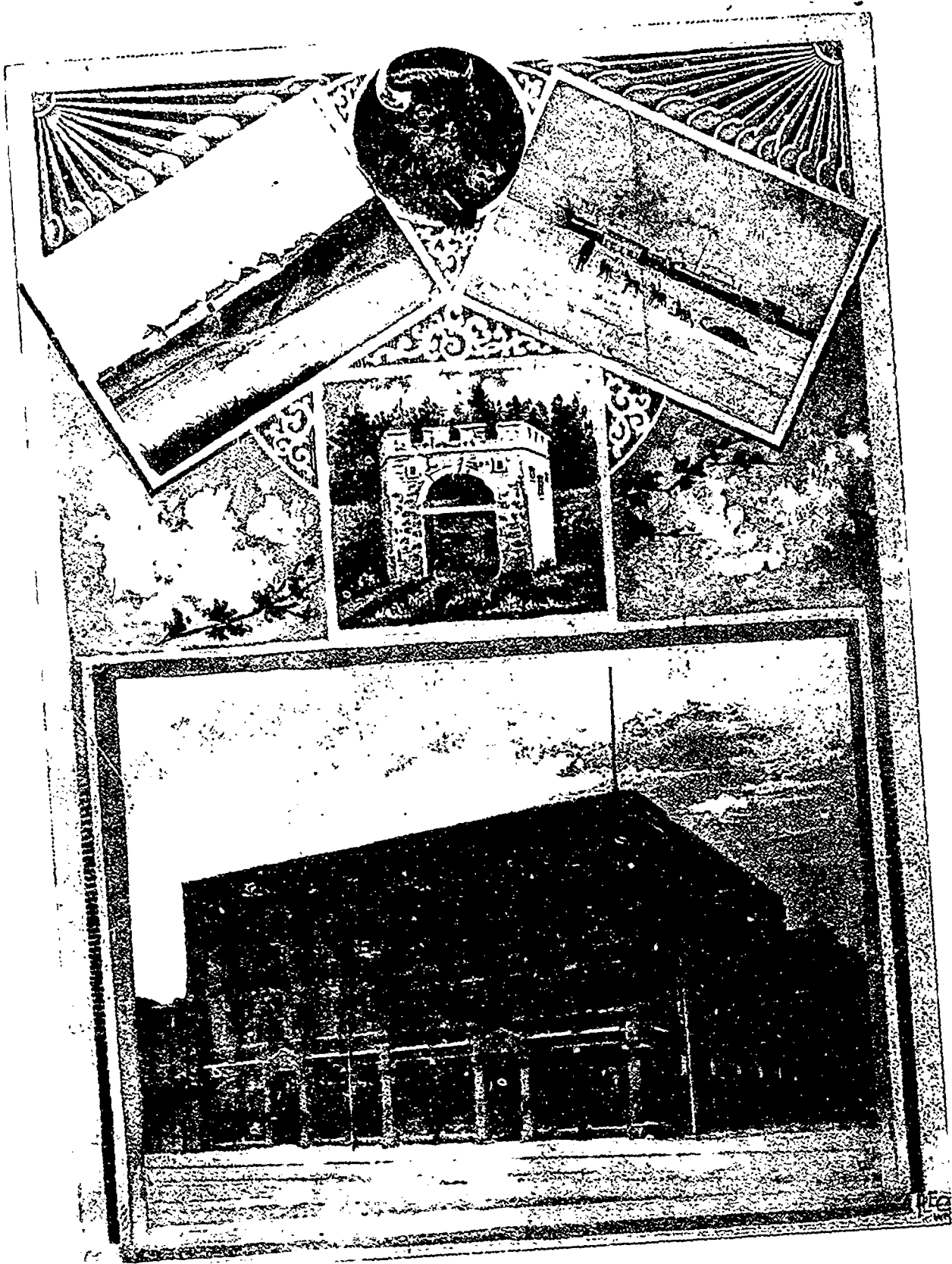
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SUMMER SCENE:

FORT GARRY IN OLDEN TIME  
FORT GARRY THE LAST RELIC  
HUDSON'S BAY STORES OF TO-DAY, WINNIPEG

WINTER SCENE



Entered from Photo by Steele & Co. Winnipeg  
 PARLIAMENT BUILDING  
 MAIN STREET VIEW

WINNIPEG VIEWS  
 MARKET AND CITY HALL  
 MASONIC TEMPLE

COURT HOUSE  
 MAIN STREET VIEW

# THE LEADING

# PRODUCE HOUSE OF

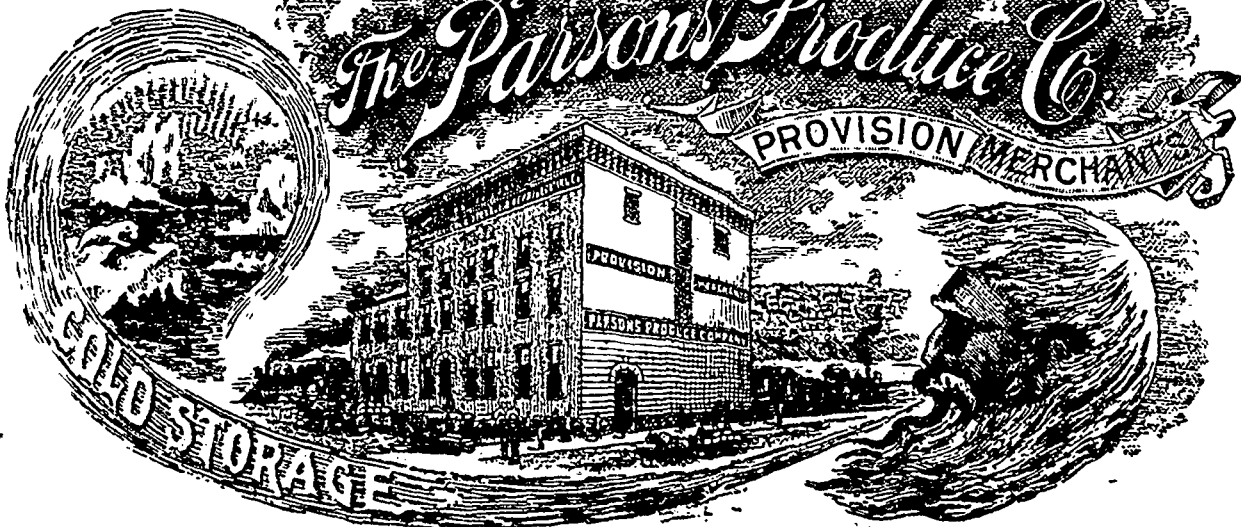
# THE NORTH-WEST

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If you wish to obtain the highest market value for your produce (and who does not?) and are not already on our list of shippers, let us enroll you, and be benefitted by our wide connections and large experience in this line, we handle the bulk of the produce of this province, which is in itself the best recommendation of our fair dealings, financial stability and intelligent methods.

*Eggs*

R. A. ROGERS,  
MANAGER



*Pears*

The accompanying cut represents our New cold Storage Warehouse, which is entirely under the most approved system of modern refrigeration, through it's medium we are enabled to handle all kinds of perishable merchandise under the most favorable conditions. We are prepared to store for holders, sell on commission or purchase outright.

*Apples*

# PARSONS PRODUCE COMP'Y.

Winnipeg, Man.



# ALFRED DOLGE

## FELT SHOES

THEY ARE NOT A

LUXURY

THEY ARE A

NECESSITY



YOU MAY

EXIST

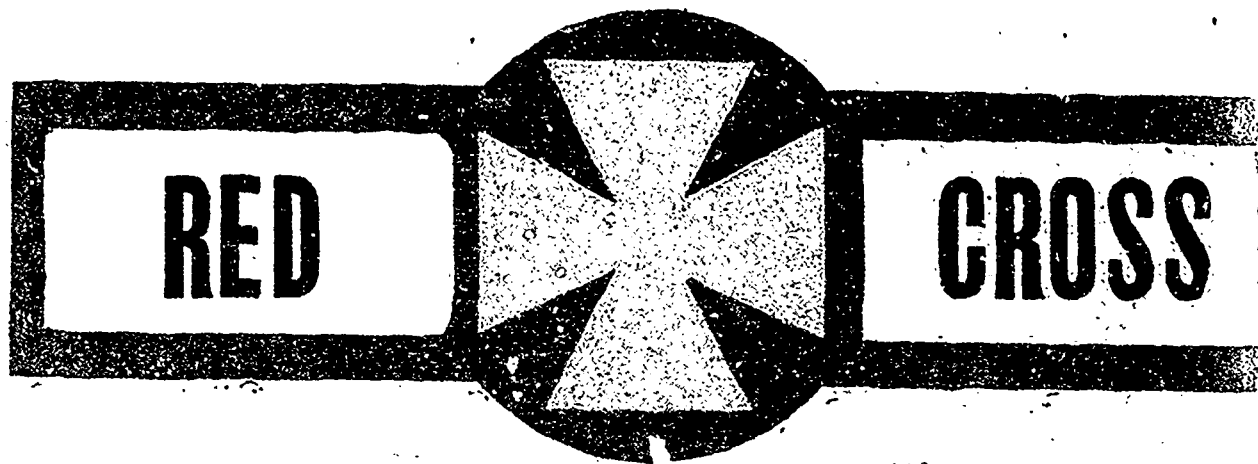
but you cannot

Suffer Comfort

in Manitoba with ut them.

ARTHUR CONGDON, 13 RORIE ST., WINNIPEG, MAN.

SOLE AGENT IN CANADA.



### HOME CURED BUT UNEXCELLED

Red Cross on a Tin of Lard, a Ham or a Side of Bacon means purity and choice curing. The western trade is our natural market, and with such goods as we are now producing we expect to secure all the business we can handle. We want it and we propose to merit it—**AND GET IT.**

**J. Y. GRIFFIN & CO.,**

Pork Packers, Winnipeg.



Winnipeg, Canada, February 24, 1896.

## The Commercial

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

**FIFTEENTH YEAR OF PUBLICATION.**  
**ISSUED EVERY MONDAY.**

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Office: 186 James Street East.

JAMES E. STEEN,  
Publisher

WINNIPEG, FEBRUARY 22, 1897.

### INTRODUCTORY

SOME thousands of copies of this number of THE COMMERCIAL will be printed for general distribution, in addition to the number required for regular subscribers. A copy of the issue will therefore fall into the hands of many persons who are not regular readers of the journal. Some who chance to receive this number may wish to know something about the journal. THE COMMERCIAL, as its name implies, is primarily a paper for business men and other persons who wish to keep informed regarding the commercial news and general development and resources of Western Canada. Its columns are filled with matter pertaining to trade, commerce, manufactures, finance, insurance, mining news, market reports, etc. Its particular

field is Western Canada, including the vast territory lying between Lake Superior and the Pacific Coast. While considerable space is given to general commercial matters, particular attention is given to commercial progress and development in Western Canada. The journal is published weekly, at Winnipeg, Canada, and will be mailed to any address in Canada, the United States or Great Britain, for \$2 per annum, (8s. 4d.) in advance.

Persons, either at home or abroad, who wish to learn something about the vast region known as Western Canada, will find THE COMMERCIAL a valuable and interesting paper. Its aim is to give only reliable information about the country. A representative of the paper visits every settled portion of the country at least once a year. The great province of British Columbia is given special attention. Each week a budget of British Columbia matter is given, prepared by our special reporters on the ground there. Thus THE COMMERCIAL is kept in touch with all parts of the country, and in this way the journal has earned an enviable reputation for reliable information concerning Western Canada. This paper has long been looked upon as an authority on matters concerning that portion of Canada west of the great lakes of the St. Lawrence.

A great interest is now being taken in mining matters in this country. Western Canada possesses several mineral districts which are now evidently on the verge of an era of great activity. The rich discoveries in gold, silver and other metals, made during the past year, have drawn much at-

tention to our mineral wealth, and foreign as well as home capital is now flowing in for the development of these natural resources. The first wave of activity in mineral development has already been experienced, and during the next few years Western Canada bids fair to be the centre of the greatest mining activity anywhere in the world. In order to keep the readers of THE COMMERCIAL posted in legitimate mining matters, the staff of the journal has recently been increased. Those who wish to learn about our mineral resources and development, will find THE COMMERCIAL a reliable medium of information.

THE COMMERCIAL is now in its fifteenth year of publication. At the time this paper was established, the development of the country had just nicely started. Railways were just gaining a foothold in the country, and the Great West was only beginning to awaken to a new life. Since that time great changes have taken place, and we may safely hope for even greater progress in the near future.

To those who are not acquainted with THE COMMERCIAL, we would say that this journal has no political interests to serve. Its politics will be the welfare of Western Canada. Political questions will be discussed only in their relation to commerce and the material interests of the country. The aim of THE COMMERCIAL has been to keep entirely free from the influences of party, creed or clique, and the impartial manner in which this policy has been carried out, is frequently attested by letters from and statements of our regular readers.

## Rupert's Land.

What is now considered the Canadian Northwest was, in the early days of exploration, called by the above name, from the date of the Hudson's Bay Company's charter, on the 2nd of May, 1670. The name was given in honor of Prince Rupert, the Royal head of the newly formed company, and to the present day the name is applied to the territory west of Lake Superior and east of the Rocky Mountains, notwithstanding the fact that provinces and territories have been carved out of the great area, since the formation of the Canadian Confederacy in 1870.

It is not in the line of a trade journal to follow the historical movement since the first attempts at settlement of this great land. Writers more able have attended to that work, and the chapters and periods are all more or less familiar to most readers of *The Commercial*.

What this journal has most to do with is the progress of trade growth in the country, and that progress may be said to have commenced in reality with the entering of Rupert's Land into the Canadian Confederation.

It is true that for nearly two hundred years previous to Confederation the Hudson's Bay Company carried on a crude system of trade or barter with the Aborigines all over the country. But the system was so crude and so monopolistic in its form, that it could scarcely be considered a system of progressive, or even civilized, trade. That the system had its good points is without doubt. The company, while it sometimes sent out men of severe and tyrannical notions as officers, invariably sent out men who had ideas of justice, or at least of consistency, which to the untutored aborigines had the appearance of justice. The motto of the company, meaning "Skin for Skin," indicated clearly the principle of equal treatment of all which the officers of the company invariably observed; and this system conveyed clearly to the primitive minds of the natives the impression that they were being treated with fairness by these officers.

It is astonishing what a hold the Hudson's Bay Company's officers had upon the minds of the Indians of fifty years ago as to justice. The company had no system of cheating the simple and dealing fairly with the cunning Indian. The treatment of its officers was alike to all, with, of course, the interests of the company always well considered.

Under such a system, and with a policy of determined opposition to free trading, it is not astonishing that the growth of trade was slow under the rule of the Hudson's Bay Company. Even the opposition of the Northwest Trading Company, a powerful organization, with its headquarters in Montreal, at last ended in the amalgamation of these two corporations,

and the exercise of their combined power to crush out free trading in the country. Even riotous and almost rebellious acts on the part of the Indians and half-breeds did not break the bonds of monopoly, fur-trading until almost fifty years ago, if not for the benefit of the company, was considered and proclaimed by the officers an illicit traffic.

Under a system like this the trade of the country, outside of that done by the Hudson's Bay Company, even in 1870, when Confederation became a fact, amounted to very little, and Fort Garry, now the City of Winnipeg, in the fall of that year had not more than a dozen small tradesmen's establishments, and a population of not more than 250 people.

In 1870, besides the village which clustered around Fort Garry, and which has since developed into the busy City of Winnipeg, there were no other centres of population in Rupert's Land, excepting a small settlement around the locality where the thriving town of Portage la Prairie now stands. Only at points throughout the country, where Hudson's Bay Company's posts existed, were there even villages of the half-breeds and native whites. Even farming, on a soil so rich as could be found anywhere, was carried on to a very limited extent, so limited that, with the influx of settlement which followed the entry into Confederation, the local food product supply was altogether inadequate for local wants for several years, and heavy importations from the south and east had to be made.

Rupert's Land, therefore, up to its entry into Confederation, was a country practically preserved for the Indian and the operations of the Hudson's Bay Company.

## The Canadian Northwest.

The above caption is the modern name of Rupert's Land, with the portion of Western Ontario from Lake Superior to the eastern Manitoba Boundary added to the area of the latter. This great land has probably more varied resources than any country of equal area in the whole world. Nor is it without a history, although as a mere commercial recorder the writer has not much to do with that.

The portion of the great area east of the Red River Valley is probably one of the greatest fields for geological study in America, and as yet its geological peculiarities, and, it might be truly said, eccentricities, have furnished many a knotty problem for the student of that science. Over these thousands of square miles of country in the volcanic ages there seems to have been a seething anarchical upheaval, which in some places has left the granite formation away above all others, while close beside can be found stretches where the granite is buried deep beneath the depository. Fertility is certainly not one of the features of this country, for its

bread-producing power is limited to narrow streaks and small patches of alluvial soil, usually far apart, and nowhere extensive or possessing the great richness for agricultural purposes so general in the broad prairie land stretching to the westward from the Red River Valley.

Until within the last quarter of a century, the timber resources of the country were considered its only wealth, unless its fur products, and the abundance of fish to be found in its island-dotted lakes. In the past centuries it was never looked upon as a land for white settlement, and was merely the pathway through which French enterprise advanced westward from the St. Lawrence Valley to meet and contend with the British enterprise under the control of the Hudson's Bay Company, which found its way into the great prairie country through the Hudson Bay and the streams which flow into it from the south.

Even the history of this country is little more than a succession of squabbles and sanguinary encounters between the agents of the rival fur trading organizations; and the portion of history furnished by the Indian inhabitants is daubed with equally sanguinary details. It was at the Lake of the Woods, the Lac Christineaux of the last century, that the westward advance of the warlike Chippewa Indians, with the trail of blood and butchery which followed it, came to a permanent halt. For, after exterminating numerous other tribes of Indians in their westward progress through lake and river land in their well-handled canoes, the Chippewas found themselves powerless to advance into the great "yellow land," as they called the prairie land of the west, for there the mounted Sioux bands were more than their match at war on the level plain. The western portion of this land was, therefore, the battle-ground for supremacy in the past between both whites and Indians.

Up to about thirty years ago, therefore, the country from Lake Superior to the eastern regions of the Red River Valley was practically without settlement. The outlet at Fort William, the lake port of the fur-trading interests, was the only village of settlers, and only a number of fur-trading posts existed west of that place. This great stretch of country was so long

It is singular how the mineral wealth of kept from the work of the miner, and the great timber wealth, which was so well-known was so long in being broken upon by the lumbermen. A railway across the country from east to west has built up quite a number of smaller industrial points, while at Rat Portage, on the Lake of the Woods, and the adjoining town of Keewatin, the combined population of the present day numbers between 6,000 and 7,000, and is rapidly increasing as the gold fields of the Lake of the Woods are being prospected and developed. However, the mining and lumbering interests of this region are treated of elsewhere in this pub-

lication, and need not be referred to at length here. Sufficient to say that this barren looking country, which was fifty years ago considered unfit for white settlement now contains a population of nearly 25,000, 7,000 of which is met with at the gateway to the country in the thriving towns of Port Arthur and Fort William. What the population may reach in five years more, with a period of energetic mining enterprise setting in, is hard to say. One hundred thousand may not be beyond the mark.

But we leave this rocky, timber-covered country, with all its undeveloped and largely undiscovered mineral wealth, and enter the great prairie country at the Red River Valley, and here we have a country of unbounded wealth as a food-producing land. It is estimated that, in the fertile belt stretching from the Red River Valley to the Rocky Mountains, there are not less than four hundred millions of acres of lands rich in agricultural advantages, and capable, if cultivated, of producing bread for nearly the whole universe, and yet the agricultural development of this great land only commenced about a quarter of a century ago, and until sixteen years ago, when railway communication with the outside world was secured, the progress of agriculture was necessarily very slow. This great land in 1870 contained a population, outside of Indians, of less than three thousand, and to-day it contains three hundred thousand. In 1870 it was a vast unorganized waste so far as government was concerned, with the exception of the hundred miles square around the mouth of the Red River, which was the old Province of Manitoba, before its boundaries were enlarged. Only one place worthy the name of a town then existed, namely, Fort Garry, with 250 people. Now the City of Winnipeg had a population of about 40,000, several other cities of 5,000 have sprung up, and there are altogether some twenty points where a town or city of over 1,000 people can be found. Such is the Canadian Northwest at the present date, and of the influences which have been at work in this record of progress more will be found in this publication.

## The City of Winnipeg.

Although the Hudson's Bay Co. have had a post at Fort Garry, in the southern part of the city, since the year 1812, the history of Winnipeg as a town dates back only to 1870, when Sir Garnet Wolseley crushed the Reil-O'Donahue rebellion. In the spring of that year the business places in the village of Fort Garry numbered eighteen, and the total buildings outside of the fort, twenty-eight, while the census returns in the fall showed a total population of 215 outside of the military stationed in the place. The manufacturing institutions were a tannery and a harness shop. From

this year forward it became a fixed belief among the people of the place that it was going to advance to a city of some importance in a comparatively small number of years, and that Manitoba was destined to be a rich, populous and prosperous province. Faith in the place soon spread to the east, and in the fall of 1872 the Merchants' Bank established the first branch of a chartered bank, and from this onward eastern capital began to be freely invested in the town and province.

It is not necessary for us to follow minutely the additions of new industries to the city during the next few years. Sufficient to say that Winnipeg's industrial progress was steady, although not rapid, and in 1874, the year in which the city was incorporated, the number of buildings within her limits was over nine hundred, twenty-seven of which were occupied by manufacturing industries, over one hundred by mercantile concerns, and the balance as offices, hotels, boarding houses, dwellings, and so forth. The population of the city was about three thousand seven hundred, and the value of property assessed within its limits \$2,076,018.

Notwithstanding the terrible convulsions that shook the whole monetary system of America and Europe during the years 1873 and 1874, the year of 1875 opened with bright prospects for the city of Winnipeg and the Province of Manitoba. True it is that foreign capital did not come freely to assist in their development during that year and in 1876, but the residents of the city were now convinced that it had a great future, and showed that they had enterprise enough to give material aid in the great work. The number of new enterprises were not so numerous as during 1874, but older business men were fast adding to their trade. The most valuable addition to the machinery of business was the establishment of the Ontario Bank branch. The Red River had five passenger and three freight steamboats plying upon it, whereas only one made occasional trips five years previously. The work of city improvement had also been going on apace. That summer a new city hall had been erected, and other corporation expenditures added to the price of its construction, made a total of nearly \$90,000. The value of imports at the port of Winnipeg for the year ending June 30th, 1875, not including goods from Canada, was \$1,248,309; the exports for the same period were valued for \$588,958, and the duties collected \$171,430.76. The value of assessed property was \$2,762,414, and the population of the city numbered about 5,000.

In 1876 the city's progress in commercial and industrial affairs was steady, and that year two flouring mills were constructed, which had an aggregate capacity of nearly 400 barrels per day. The population made material gain, and the value

of property assessed that year was \$3,081,585.

In the year 1877 the first determined efforts for railway communication with the eastern world and through the province were made, and as early as February of that year the citizens offered a bonus of \$200,000 to any company that would construct a railway from the city to the western boundary of the province, but it was not until near the close of the following year that the St. Vincent branch of the C. P. R., connecting with the St. Paul, Minneapolis & Manitoba Railway at that city, was completed, and through rail communication to the eastern portion of the continent secured. That year the population of the city increased to about 6,500, the value of property to a little over 3,000,000. The tax receipts amounted to \$67,178.68, and the civic expenditure to \$55,569.07.

In 1879 progress was very rapid, owing to the impetus which railway communication gave to business, and by the close of the year the population had increased to 8,000, and the value of assessed property to \$3,415,065.

During 1880 the city's progress was unusually rapid, and her population increased with amazing rapidity, being, at least, 12,000 by mid-summer, while the valuation of assessed property was fixed at \$4,006,160. By the close of the year railway communication was complete to Rat Portage on the east and Portage la Prairie on the west.

With the year 1881 the famous Winnipeg boom set in, and the state of inflation reached before its close can be better remembered by those who were resident here, than described now that it is past. There can be no doubt, but the city and surrounding country made during that year unprecedented progress of a lasting description, and the influx of actual settlers who had come to remain in the Northwest, and grow up with it, was immeasurably greater than that of any preceding year. The boom, therefore, although carried to the most crazy excess, was not a bubble without substance. The energetic manner which the C. P. R. syndicate commenced the work of railway extension, which up to that year had been carried on in a half-hearted and irresolute manner by the Dominion Government, gave an impetus to the boom, and in a few months inflation was at its height, and penetrated every branch of business more or less. Prices of goods in mercantile lines were inflated as well as real estate, and money seemed to purchase very little of anything. Before the close of the year the city's population had reached nearly 20,000, some 5,000 of which were floating idlers attracted by the speculative mania.

An index to the enormous increase in the general business of the city is to be found in the following statistics, which we take from a work published early in 1882, entitled "Winnipeg and Her Industries."

Chartered bank branches in city, 9; loan companies doing business, 8; manufacturing concerns, 39; wholesale mercantile concerns, 50; retail, 170; miscellaneous trading, 104.

Volume of wholesale trade, 1881. \$6,230,000  
 Volume of retail trade, 1881.... 5,908,000  
 Manufacturing, including tradesmen, 1881 ..... 6,676,000  
 Miscellaneous, 1881 ..... 1,300,000  
 Estimated loans at close of 1881. 4,900,000

Although with the opening of 1882 the inflation in real estate collapsed, that year was by no means one of depression in Winnipeg. Quite a large number of mercantile and manufacturing undertakings were set on foot in the city, and the floating population seemed during the summer rather to increase than decrease; so much so, that in the month of July there were over 25,000 persons in the city, and several thousands of these lived in tents during the summer months. The resident population and number of business concerns had increased so rapidly during the fall and winter of 1881, that people were contented, and in many cases thankful, to carry on business and reside in shed-like buildings, many of which could scarcely be rented now for stables. With the opening of spring, 1882, the work of constructing buildings of a more substantial nature commenced in earnest, and they did not require to be built on speculation, as the majority of them were leased by intending tenants before construction had proceeded very far, and sometimes before it had commenced. The real estate boom was thus succeeded by something like a building boom, and there were still many persons living in the city who firmly believed that the collapse of the former was only temporary, and that a return of inflated prices was only a matter of a few months, or a year, at most.

The rapid construction, both eastward and westward, of the Canadian Pacific Railway also brought a large floating, and by no means impecunious, population to the city; so that altogether 1882 was by no means a dull year in mercantile circles, and, could reliable figures have been reached, it would no doubt have shown an aggregate of business done fully as great as that of 1881. Still, the state of trade was far from being healthy. Inflation permeated every branch, and the cost of living was so high that shrewd business men could see plainly what a revolution was necessary before a normal state of affairs could be reached. Hundreds of immigrants were weekly passing through the city to seek homes farther west; but its reputation for extortionate charges had been told and magnified to them, and they passed through it as rapidly, and with as little delay, as if it were a plague-stricken district through which they must pass, but in which they need not linger.

The business done in the city in 1882 may be guessed at, if not reached, by the Customs statement of imports and duties

collected, which was as follows:—

Goods imported (dutiable)...\$6,402,158.00  
 Goods imported (free) ..... 1,768,820.00

Total imported .....\$8,170,978.00  
 Goods entered for consumption (dutiable) .....\$7,454,221.00  
 Goods entered for consumption (free) ..... 1,968,820.00

Total for consumption ..\$9,223,051.00  
 Duty collected .....\$1,585,456.96  
 Goods entered for exportation .....\$ 472,021.00

Notwithstanding these figures, symptoms of the coming reaction were felt towards the close of the year. A number of the smaller business men of the city found themselves hopelessly tangled with real estate speculations, and when the opening of 1883 was reached, it was found that the year just passed through, unlike the two immediately preceding it, had an insolvency record, there having been in the city 19 failures, with aggregate liabilities of \$201,000, the figures for the whole Northwest being: Insolvencies, 28; liabilities, \$200,000.

It would not be out of place to call 1883 the year of crash in Winnipeg's history. As it wore on, the work of separating legitimate trade from speculation progressed, and the process was anything but helpful to the former. The fact forced itself gradually upon the most unwilling minds, that the collapse of real estate speculation was to be permanent, and men who, early in 1882, were ranked as wealthy, entered upon 1883 with bankruptcy staring them in the face.

That contraction should follow inflation is accepted as an axiom of commerce by many, and it was certainly the experience of the city of Winnipeg in 1883; and the city was only an index of the unsafe state of affairs all over the Northwest. When the 1st of April was reached, it was found that there had been 47 failures in the Northwest, and nearly one-half of the number in Winnipeg during the first quarter of the year; and the gross liabilities of the 47 exceeded \$400,000. During the second quarter the depression became deeper, and 45 failures were recorded, with gross liabilities of \$596,000. The month of July was entered upon with a dread of panic-hanging over the country, and business men who were weak financially soon found it impossible to stand the pressure. Banks and other financial institutions which had encouraged and fostered the reckless inflation of boom days, were now mercilessly exacting in their demands, and many a man, who in a more confident state of trade could have weathered the pressure with honor, was forced to insolvency. Nevertheless, the number of men who reached failure through purely trade misfortunes was singularly small, over 90 per cent. of the insolvents having succumbed to the pressure of a real estate or other speculative deal. There can be no doubt

that a tremor ran through the whole fabric of Northwestern trade when the business misfortunes of the third quarter of the year were published, showing 87 failures, with aggregate liabilities of \$1,138,000; and, as before, the city of Winnipeg had its full proportion of this crash. Depression then seemed to have spent its force; and, although the last quarter of 1883 was one of great stringency, comparative safety had evidently been reached, and the number of failures dropped to 53, and their aggregate liabilities to \$415,000. The Northwestern failures in 1883 were thus 232 in number, and their aggregate liabilities amounted to \$2,869,000; while the proportion contributed by Winnipeg was 101 failures, with aggregate liabilities of \$1,750,000.

While trade was making this black record, a great revolution had been going on in other affairs in the city. Speculative extortioners had been nearly all swamped in the crash, and rents of business buildings and residences dropped gradually down, until in the opening of 1884 they were at less than half their boom prices. Speculators who had figured upon cornering markets in necessaries of life produced at home, were sadly disappointed, and the price of almost every commodity included in what is termed living declined rapidly in value, so that 1884 was entered upon with everything connected with trade affairs in a healthy, if not a prosperous state, and as a natural consequence solid, if not rapid, progress was made during the year, as is shown by the following figures taken from a statistical report of the city's trade as presented to the Winnipeg Board of Trade, at its annual meeting, held on February 3rd, 1885:

Trading institutions of every class....	912
Wholesale mercantile houses .....	75
Retail mercantile houses .....	408
Manufacturing houses .....	167
Miscellaneous houses .....	262

BUSINESS DONE IN 1884.

Wholesale mercantile .....	\$14,220,098
Retail mercantile .....	5,800,600
Manufacturing, contracting and building (not included in mercantile) .....	2,550,000
Miscellaneous .....	500,000

Total .....\$23,079,698  
 Value of imports .....\$2,239,611.00  
 Customs duties collected .... 509,516.81

In 1885 business in Winnipeg made considerable progress, although the outbreak of the rebellion in the far Northwest made a bad interruption, and just as the spring was about to open up, and the prospect looked brighter than it had done for four years, military preparations for crushing the rising occupied the attention more than business, and completely staggered many branches of trade. For weeks in March and April the sound of the bugle was more familiar than the clang of the hammer, and by the close of the latter month the city had sent to the front some

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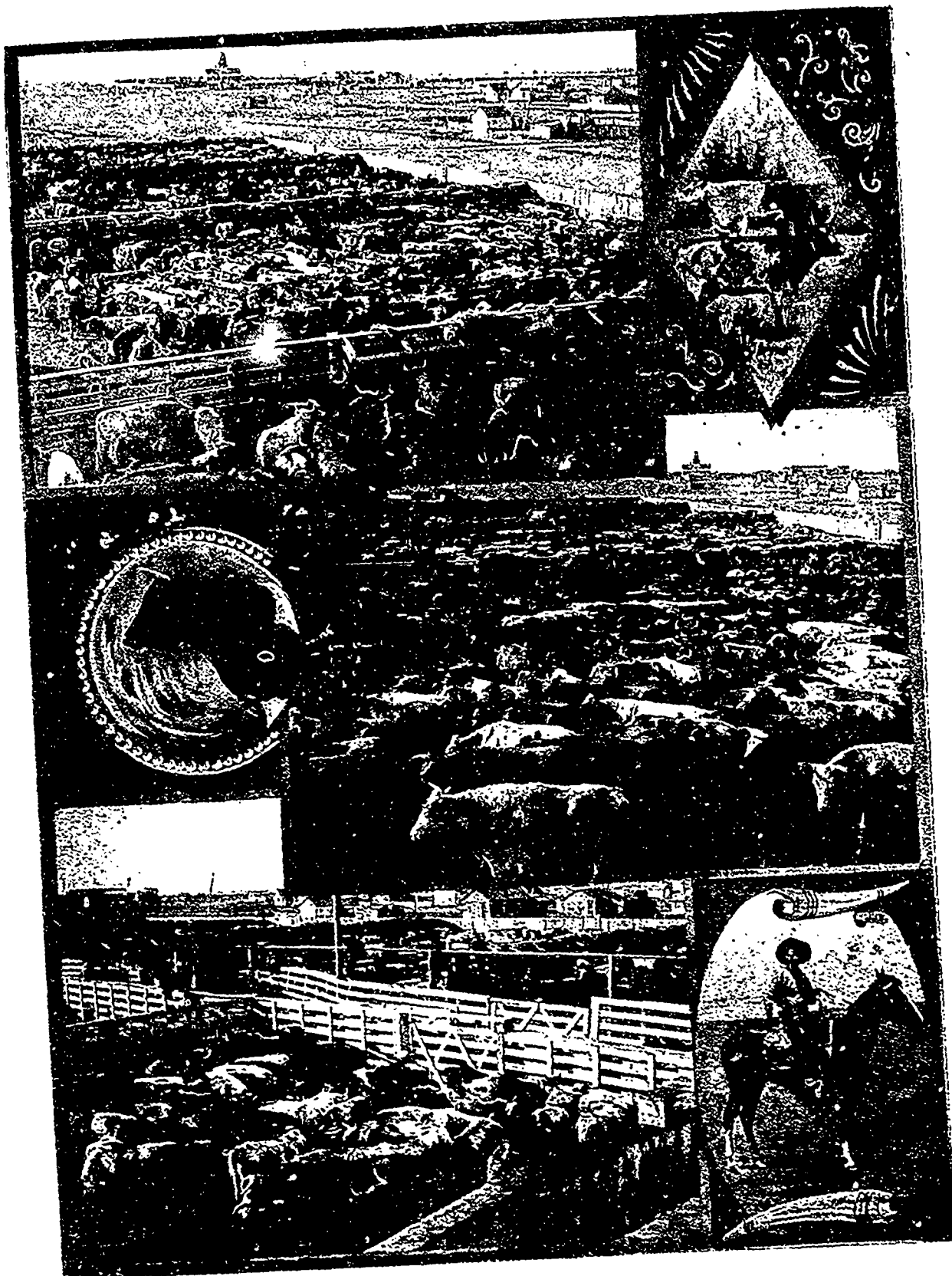


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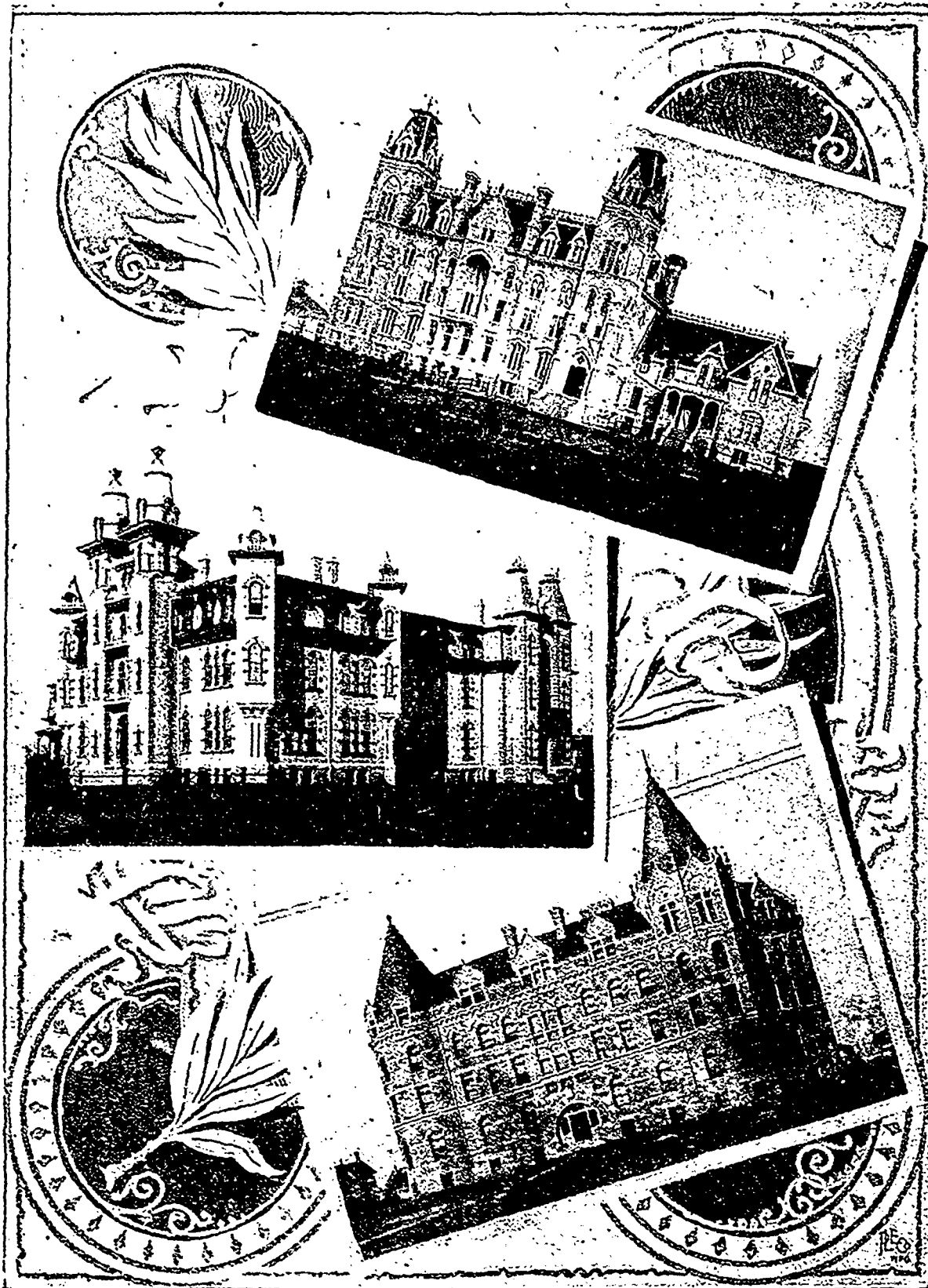
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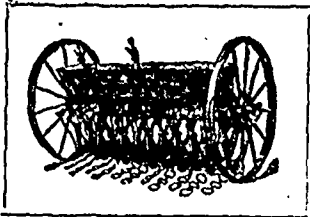
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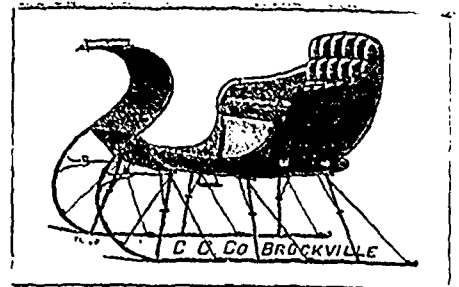
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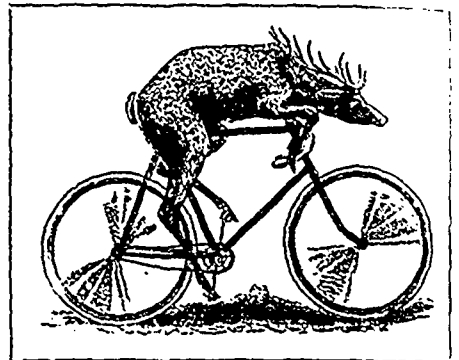
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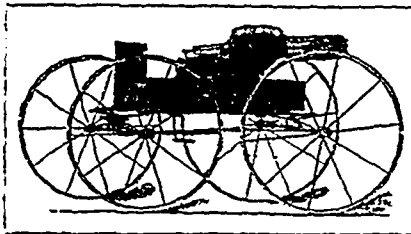
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2,000 men as soldiers, teamsters, transport men and other branches of the service. Such an exodus had a very bad effect upon the retail trade of the city, there being so many less to supply with the necessities of life, not to mention the comforts and luxuries.

On industrial affairs the effect was also unfavorable, and so many artisans went to the front, that quite a few manufacturing concerns were practically at a standstill for three or four months.

Of the wholesale trade, after the first shock was over, the effect was not so unfavorable, although the lines dependent upon building and contracting suffered very severely, as no building was undertaken until after midsummer, and heavy undertakings of every kind were postponed until after the return of the troops from the front.

The year 1885 closed with 87 houses in Winnipeg which did more or less of a wholesale or jobbing business, which shows an increase of twelve over the figures of 1884. There were no new concerns started during the year, but fourteen added jobbing to their retail trade, while two wholesale concerns went out of business.

The 87 were divided as follows: In grain, grain products and milling, 9; in groceries and provisions, 16; in dry goods, and clothing, 8; in lumber and lumber manufactures, including furniture, 12; in hardware, metals and stoves, 10; in farm machinery, 7; in boots and shoes, harness and leather goods, 4; and miscellaneous, 19.

In 1884 the grocery and provision trade showed the largest aggregate of business, but this year it had to give place to grain, grain product and milling, which came to the front with an aggregate business of \$3,518,452, divided as follows: Wheat, 3,455,400 bushels, at a cost of \$2,033,600; oats, 599,450 bushels at a cost of \$259,860; barley, flax and other grains and seeds to a value of \$141,100; flour, 474,160 bags at a value of \$923,892; oatmeal, bran, shorts, chopped grain and other grain products of a value of \$160,000.

Groceries and provisions, although taking a second place during 1885, showed an increase in aggregate over 1884, and figured up to \$3,397,846.

The third in the list in 1884 was the lumber trade, but in 1885, that place was taken by dry goods and clothing, with an aggregate business of \$1,594,450.

Lumber and timber manufactures took the fourth place with an aggregate of \$1,257,000, and were very closely followed by hardware, metals and stoves with a total of \$1,226,000.

Farm machinery took the sixth place with a total of \$1,064,327, while there is quite a wide gap between that and the next on the list, namely, boots and shoes, harness and leather goods, which footed up to \$517,000.

The remaining nineteen houses were spread over a number of branches, including paints and oils, stationery, crockery and glassware, wines and liquors, fruits, etc., and they showed an aggregate business for the year of \$1,263,000.

Thus the aggregate wholesale trade of the year footed up to \$13,848,075, or \$372,023 short of that of 1884, which reached \$14,220,098.

This deficiency was made up as follows: Lumber showed a decrease of \$1,302,300; hardware, of \$277,273; farm machinery, of \$39,200; and boots and shoes, harness and leather goods, of \$33,500; making a total of \$1,652,323 in these four branches.

On the other hand, the grain and milling business showed an increase of \$562,932; groceries and provisions, of \$243,500; dry goods, of \$5,450, and miscellaneous lines of \$458,400, giving a total increase of all lines of \$1,280,282.

The year 1886 was one of general prosperity, and the figures of the city's trade, as reported at the annual meeting were for the year:—

Wholesale mercantile .....	\$15,695,356
Retail mercantile .....	6,000,000
Unclassified .....	1,750,000
Building .....	462,000
Manufactures not included in mercantile .....	1,262,000
<b>Total .....</b>	<b>\$25,169,356</b>

The year 1887 was a year of unusual prosperity in the Northwest, the crop being the finest on record, and the average yield the heaviest. The exports from Manitoba for that year, according to an estimate carefully compiled for the Winnipeg Board of Trade, had a value of nearly \$11,000,000, the wheat export alone being over 10,000,000 bushels.

It is needless to follow this up year after year. Winnipeg's progress has been phenomenal for the past ten years, and if during the past two years of depression it has been slower than usual, it has been steady always, while the city as a place of residence has improved wonderfully during the past three or four years.

From the year 1888 to 1891 Winnipeg's progress was steady and in the right direction, and when the crash of 1892-3 over the Western States came on, there was but little trouble throughout Manitoba or the Northwest Territories. No inflation of any kind existed in the country, and the depression, which was general, caused no crash. It came upon a country down to strict principles of economy, and broke harmlessly, like a wave upon a rocky beach. One local bank went to the wall, but its failure scarcely affected the commercial affairs of the city and surrounding country.

The following compilation of business figures, made by the writer at the close of 1894, shows how the prosperity of Winnipeg went steadily on, while crash and ruin

came to many localities in the States south.

There are in Winnipeg at present about 1,100 places of business. First among these we mention the banks, as follows: The Bank of Montreal, The Bank of Commerce, The Bank of British North America, The Merchants' Bank, The Imperial Bank of Canada, The Bank of Ottawa, The Molson's Bank, The Union Bank of Canada, The Banque de Hochelaga, The Banque Nationale, and the private banking firm of Alloway & Champion. Nearly one-half of the chartered banks of Canada are thus represented in the city.

There are in the city, including the grain and milling firms, over one hundred houses doing a wholesale or jobbing business, whose aggregate annual turn-over must exceed \$20,000,000. The lines represented are dry goods, groceries, hardware, clothing, boots and shoes, farm machinery, provisions, and farm produce, fruit, crockery and glassware and furniture.

There are in the city over one hundred manufacturing institutions, a large number being small ones representing industries that will yet assume large proportions. The iron and metal industry stands first, if we except flour milling, which shows the largest turnover, although it does not furnish the most employment. Two breweries do an extensive business all over the Northwest; three cigar factories now employ over one hundred hands, while the harness and saddlery industry employs about eighty. Saw and planing mills employ about one hundred and ten hands, and the furniture and upholstery business over forty hands, while the manufacture of tents, awnings, mattresses and such like employ over sixty. The Canadian Pacific and Northern Pacific shops, with the train hands, clerks and other employees, keep located in the city over seven hundred hands, so that there is altogether in Winnipeg quite a heavy demand for skilled mechanical labor of different kinds.

The press of the city comprises three daily papers, one morning and two evening, any of which for size, variety of news and ability in conduct, could hold their own with the publications of large eastern cities. There are eight weekly papers published, one being in the German, and two in the Icelandic language. There are six monthlies published also, which makes up the entire press of the city.

There are thirteen different loan and mortgage companies doing business in Winnipeg, while several insurance companies and other corporations have agencies here and heavy investments in real estate mortgages. The aggregate funds out at interest by these corporations amounted to, a year ago, over \$16,000,000, not to mention the loans of that class made by private parties.

There are over six hundred retail institutions in Winnipeg, representing almost every line of business, while some of the

leading stores would hold their own in magnitude with those of leading eastern cities.

The balance of the business institutions are made up of real estate and land companies, offices of commission agents, or those representing eastern, United States and European manufacturers, fire and life insurance agencies, and a number of other lines, too various to be enumerated.

Such is the business structure of the City of Winnipeg at present, and while the present general depression prevents anything of a booming activity from existing, the state of business is decidedly healthy.

Through the year 1895, when the lowest recorded prices of agriculture ever reached on this continent prevailed, it is needless to say that Winnipeg, the commercial centre of a great agricultural country, felt the depression. Nevertheless there was no commercial depression worthy of note, and insolvencies in Manitoba were few, far between, and not of any magnitude. Although prices of all products were unprecedentedly low, the crops of all kinds of grain in the province were probably the heaviest ever reaped in any country, and, instead of the country and city going backwards, genuine progress in prosperity was made.

In summing up the export results of the crop of 1895, "The Commercial" last spring published an article, going minutely into details of every class of goods shipped out of the country, making a conservative value of the same. From this article we quote the following paragraphs, as they are condensed, and carry their full meaning in small space:

The first article of export is wheat. Up to the close of navigation in grain and flour, our wheat exports amounted to 13,578,024 bushels, which at an average value of 32 cents a bushel (a very low figure to fix), would have a value of \$4,344,967.68. To this has to be added nearly 8,000,000 bushels which have since come to market, and the bulk of which is still held in store awaiting the opening of lake navigation. At least 8,000,000 bushels more are held by our farmers, making 16,000,000 bushels still to export, for which a much better price is forthcoming under an improved state of markets, and may be calculated at least at 45 cents a bushel, or a total value of \$7,200,000, thus making the value of the total wheat export \$11,544,967.68.

Of coarse grains the West has at least 12,500,000 bushels for export from last crop, the bulk of which is still in the hands of farmers, who would not sell at the abnormally low prices which have prevailed all winter. The insufficiency of elevator storage, even for wheat, has kept these grains from being shipped to lake ports for storage, and as a consequence the bulk of the crop is still in the hands of farmers. It is a moderate estimate to

value these rough grains and the oatmeal available for export at \$1,600,000.

The export of flax seed will exceed 1,000,000 bushels, and the price will average fully 65c. a bushel all round, making a total value of \$650,000.

The exports of live stock for 1895 reached 50,000 head of cattle at an aggregate value of \$1,850,000, or \$37 a head; sheep, 15,000 head at \$3 each, total \$45,000; hogs, 15,000 at \$8 each, total \$120,000, and horses, 400 at \$50, a total of \$20,000, making a total live stock export value of \$2,035,000.

The fish exports from Lake Winnipeg for the past year aggregated in value about \$250,000, and those from other lakes about \$50,000, or a total of \$300,000.

The make of dairy products for the year are as follows: Cheese, 1,553,492 pounds, with an export of creamery butter mostly from the factories, making a combined value of \$192,823. Of dairy butter, 1,233,440 pounds were exported, value \$131,353, or a total export of dairy products of \$324,176.

Of raw hides, 50,000 were exported, having a value of over \$100,000, while the export of furs rarely comes under \$1,000,000 in value any year, and this year may safely be put down at that figure.

There is another range of varied exports, which it is very difficult to classify. Our wool crop of the past year, an abnormally heavy one, pelts, tallow, 230,000 pounds of medicinal roots, and several other unimportant items which will aggregate in the neighborhood of \$200,000.

After allowing \$200,000 as the value of items to be overlooked, the article above quoted from reaches a grand total of \$15,269,143.68, which does not include the coal exports of Alberta, the exports of precious metals, and other lines, regarding which could not be reached. A country, with a population of less than 300,000 could not but make progress under such circumstances, and its commercial centre could not but share in that progress.

Winnipeg to-day is a prosperous and progressive commercial city of over 40,000 population, as noted above. The city is distinctly a commercial centre, as distinguished from a manufacturing town. While manufacturing has made some progress here, it is primarily the jobbing trade of the city which has distinguished Winnipeg as the most important city of Western Canada. The influence and trade of Winnipeg's jobbing houses extends all over Western Canada, from Lake Superior to the Coast. Every branch of trade is represented among the mercantile houses of the city. In dry goods, clothing, fancy goods, and other textile lines, stationery, hardware, paints, and kindred branches, boots and shoes, furs, hats and caps, groceries, provisions, fruits, leather, building supplies, crockery, farm and other machinery, and in fact all lines, there are large and responsible houses catering to the

trade of this western country.

The grain trade is a branch by itself, and in that line we may say that even-eights of the grain trade of the West is handled by firms having their headquarters in Winnipeg. It is a very important feature of the trade of the city. The grain trade will be referred to in another article at greater length.

The trade in farm machinery is an important feature. There are a number of wholesale supply houses in farm machinery in the city, with agencies at country points all over the country. In an agricultural country like Manitoba and the Territories, the annual sales of farm machinery are very large, and in the aggregate amount to a considerable portion of the city's trade.

The farm produce trade is another branch which is developing fast. Formerly this trade was handled as a branch of the grocery business, but it has grown to such proportions of late years that several large firms are now doing business solely in this branch, handling butter, cheese, eggs, etc. Cold storage warehouses became a necessity for the proper handling of the produce trade, and these have been supplied. There are now several cold storage warehouses in the city, and the facilities in this respect are fully equal to the requirements of the trade. The commodities handled are exported to Great Britain or shipped to domestic consuming markets.

There are also several houses handling hides, wool, skins, medicinal roots and other such products of the country, such as do not properly come within the scope of the produce trade. These products are shipped to Eastern Canada manufacturers or markets, or to the United States. The raw fur trade is quite an important item. Raw furs are shipped mostly to London, England. Winnipeg is a very important raw fur market, one of the largest, if not the largest, in the world. The city is also the centre of the live stock export trade in this western country.

These lines of trade are all exclusive of manufacturers' and other agencies or the ordinary retail trade of a city of the size of Winnipeg. In manufacturing Winnipeg has not advanced so rapidly as in wholesale commercial business. However, we have a number of important local industries. The industrial establishments include three flour and oatmeal mills, two large biscuit and confectionery manufactories, besides smaller retail concerns in the same line, saw and planing mills and other wood-working establishments, carriage shops, stained glass works, six breweries and manufacturers of waters and drinks, cigar factories, wholesale harness and saddlery factory, furniture and upholstering, tents and mattress factories, several foundry and machine shops, four packing houses, spice, condiment and broom factories, linseed oil mill, barb wire factories, woollen mill, engraving, litho-

graphing, printing and publishing houses, beside numerous other smaller manufacturing concerns of a retail nature. The large foundries and shops of the Canadian Pacific Railway and the Northern Pacific Railway companies alone employ quite an army of men.

A city of such commercial importance must, of course, have good financial resources. Banking facilities are supplied by ten chartered banks, exclusive of private banking concerns. The clearings of the Winnipeg banks exceed all other cities in Canada, except those of Montreal and Toronto. Winnipeg thus stands third in the amount of bank clearings.

All the leading loan companies and fire and life insurance companies have head offices in Winnipeg for Western Canada, and some of these companies have invested in large buildings here. There are also a number of local companies in these lines.

The city has three daily papers, two publishing morning and evening editions. There are also many weekly and monthly publications, including agricultural, educational, commercial, literary, news, sporting, fraternal, religious and other branches of the journalistic field. These papers are published in French, German, Scandinavian and Icelandic, as well as in English.

Railway trains run into Winnipeg from twelve roads, including main and branch lines centering in the city. Three great trunk lines run daily trains into the city, each of these roads having a through line to the Pacific coast, besides connections east and south. These are the Canadian Pacific Railway, the Northern Pacific Railway and the Great Northern. Winnipeg is therefore a great railway centre.

In its educational and social life, Winnipeg is fully as far advanced as in commercial matters. There are four colleges affiliated with the University of Manitoba, besides academies, business colleges, collegiate institute, and many public schools, including several splendid structures.

The city is well supplied by the electric street railway service, has several electric light companies, gas works, water works, and public library. There are many fine churches, controlled by the various religious bodies.

A recent statistical compilation gives the number of teachers in the Winnipeg public schools as 99. This does not include the various colleges, academies, private schools, etc.

The Winnipeg post office stands third in importance in Canada, on the basis of revenue, being exceeded only by Toronto and Montreal.

The following annual estimate of the population of Winnipeg for the past 22 years has been prepared by the publisher of the City Directory:—

1876	3,240	1887	21,104
1877	3,250	1888	23,496
1878	3,273	1889	24,114
1879	4,500	1890	25,003

1880	6,468	1891	25,500
1881	7,977	1892	30,000
1882	11,757	1893	33,000
1883	22,523	1894	35,500
1884	24,700	1895	38,500
1885	22,315	1896	40,000
1886	20,287	1897	42,150

## Winnipeg Clearing House

The commercial importance of a city will be indicated to a considerable extent by the clearing house returns. Winnipeg as a commercial and financial centre is already taking a leading place among the cities of Canada. The clearing house returns indicate that it is exceeded in this respect by only two other cities in the country—Montreal and Toronto. It says a great deal for this young western metropolis, that it takes third place after the old established commercial centres of Montreal and Toronto. There are exactly ten chartered banks in the city, a gain of one during the past year. This does not include private banking concerns and loan companies. The clearing house was established three years ago, and the clearings have shown a steady increase since then. The following shows the total clearings of the Winnipeg clearing house for the past three years:

Year.	
1896	\$64,146,438
1895	55,873,630
1894	50,540,647

## Lands Around Winnipeg.

It must at first sight be something of a conundrum to the new arrival in the Prairie Province why there are so many vacant and unsettled lands around the city of Winnipeg, the capital, commercial, political, educational and social centre of the province. Approaching the city by rail, the visitor can see on all sides wide stretches of virgin prairie, which the plow has never disturbed, with only patches here and there settled upon and cultivated. If these lands were unproductive and sterile, there would not be much cause for wonder, but if the visitor happened to arrive in the summer or fall he will see from the luxuriant growth of wild hay, that the lands are rich and fertile, and where the land is being cultivated, the luxuriance of crops show what might be accomplished on every acre still lying wild and uncultivated. There can be no reason for this, the shrewd visitor will at first conclude, unless these lands are held at exorbitant prices, compared with what good land can be had for at points further west.

To comprehend this anomalous state of affairs it is necessary to study the history of Manitoba since the time it was incorporated as a province of Canada in 1870, and after that study it is an easy matter to see why these lands are still vacant and untilled.

To complete the annexation to the Dominion of Canada of the vast Northwest, it was absolutely necessary to satisfy and conciliate the old settlers and natives in the country at the time of confederation. An attempt to grab the country in 1869 resulted in the first Riel rebellion, and the spectacle of one strong colony of the British Empire annexing another by means of conquest and force was not to be thought of, under the light of British fair play. The residents of the country had to be satisfied, and to secure this satisfaction it became necessary to grant to every man, woman and child in the new territory at the time of annexation 240 acres of land, in which grant whites, half-breeds, and, in fact, residents of every kind shared alike. In the anxiety of Canadian politics to secure the new territory, and the control of its vast resources, the grant was made a carte blanche one, without terms of cultivation, or, in fact, conditions of any kind, except the qualification of being a resident of Manitoba at the time the grant was made.

The reader should know that the residents of Manitoba, up to the time of confederation, were not agriculturists who knew the practical value of lands or how to take advantage of the grant made to them. The little farming done up to that time was only equal to the bread wants of the local community, and no outside market for agricultural products had been dreamt of by the population, who were even then little better than retainers of the Hudson's Bay Company, who had advanced during their own lifetime to that position from a state bordering on serfdom to that corporation. The gathering of furs and such like for the company to export had been their only catering for an outside market, and when land was granted to them indiscriminately and without conditions, it is needless to say that not one in fifty had the most remote idea of how to turn their acquisition to profit, and systematic cultivation was about the last undertaking these people would contemplate, for their manner of frontier life, with few exceptions, was not such as to fit them for a life of industrious farming.

The bulk of these lands thus granted to native Manitobans at the time of confederation were located around Winnipeg, and the result was that during the decade from 1870 to 1880, when hundreds of enterprising and practical agriculturists settled in Manitoba, the district around Winnipeg was not open for settlement, and the tide of immigration swept past it to points further west, and in the majority of cases to much less desirable locations.

During the decade named that individual, who is the curse of almost every new country, namely, the land speculator, got his work in on the simple natives who owned the lands around Winnipeg. Ready money was a tempting bait to these people, at least to that large proportion of them accustomed to the itinerant life of

freighting or trapping and hunting. There are stories told of how the rum-drugged native had parted with his 240 acre grant of land for a pair of blankets, worth at the present time not more than five dollars. It took but a few years of this system to transfer the bulk of the lands around Winnipeg from the native to the speculator, who stood at the threshold of settlement, and demanded exorbitant prices for the lands he had thus obtained. Time passed and these speculative land grabbers came to the great Manitoba boom of 1881-82, and at that time, though a heavy tide of agricultural settlers was sweeping into the Northwest, not one in a hundred of the new arrivals located around the capital, or would pay the exorbitant demands of speculators who held lands then, but passed on further west to where free or cheap lands could be had. The consequence was that before the middle of the decade ending with 1889, thickly settled districts could be found all over the province, while further east around Winnipeg the lands were unoccupied.

Greed frequently over-reaches itself, and it was thus with the land speculators around Winnipeg. In time they found there was no sale at any price for the lands they held, and the news of their extortions had spread to old lands to such an extent that new settlers hurried past the district for fear of being victimized by some land shark.

With few exceptions these land speculators were practically working upon margins, and had mortgages and other obligations resting on their property. As a natural consequence a few years froze them out, and the lands they had hoped to sell at high prices fell from their grasp, and came into the possession of loan and mortgage companies, or individuals who bought under mortgage sale, and the result was that by the close of the last decade seventy-five per cent. of the land speculators around Winnipeg had lost their lands, and the remainder who were able to hold on to theirs were convinced of the folly of their past course. The result now is what generally happens when a forced reaction has set in. Prices of land have gone to the opposite extreme, and around Winnipeg they now average less than one-half of what is asked for inferior lands in other districts of the province. The poorer grade of low lying lands, with the great area fit only for hay lands, were held in boom days at \$15 to \$20 an acre, but they can now be had in abundance at \$2 to \$2.50 an acre. The best grade of lands, suitable for grain raising, were held in boom days at \$30 to \$40 an acre, but the finest of them to-day can be had at from \$5 to \$10. This means that a farm of land, as rich in an agricultural sense as can be found in this world, located within a dozen miles of Winnipeg, a city of about 40,000 population, can be purchased at \$10 an acre or less. Such is the state of the land market around Win-

nipeg at the present time, and it is not likely that this anomalous state of affairs can last long. Even a bad reputation of land owners will not long cause settlers to pass lands at abnormally low figures, and go further west to much less advantageous points, and pay double the price for poorer lands.

Another fact it would be well for the reader to know, and that is, that no railway company, the Hudson's Bay Company or other landed corporation which advertises its lands in old countries own any lands in the Winnipeg district. Their lands are all further west in the province and territories beyond, and they are all thus interested in guiding the tide of settlement to points further west. In four cases out of five the agents of such land-owning corporations in the east and in Europe, are men who know nothing of the Northwest, and scarcely one of the number can distinguish between good and bad land. Still, it is their duty to settle the lands of the corporations who employ and pay them, and frequently they have been known to work in that direction and at the same time circulate the most untruthful and damaging statements about districts in which they are not interested. The Winnipeg district has suffered much in this way, and the writer of this article has more than once heard an ignorant and unscrupulous emigration agent in the east advising intending settlers to locate in one of the most arid and sterile portions of the Territories, and advising them against settling in a fertile locality, simply because the corporation employing him owned lands in the former and none in the latter.

Let no intending immigrant be deceived by interested statements. The settler who is a practical agriculturist can easily stop off at Winnipeg and examine and enquire about the quality of lands around there. He will at once be convinced that none richer are to be found in the world, and he will also discover that these lands can be had at present prices which will astonish him, so low are they. If he fails to find this out, which he cannot, he can go further west and select his location.

It is unnecessary to say anything here as to the advantages over all other portions of the Northwest, which Winnipeg possesses in the way of an omniferous cash market for everything a farmer can produce. This matter is fully treated of in another article in this number.

## Winnipeg as a Farmers Market.

The early settlers of Eastern Canada had many difficulties to contend with, which are not to be met with in Manitoba, and one of the worst and most tantalizing was the difficulty of securing a ready cash market for the products of the farm. This latter difficulty has never been experienced

in Manitoba, since railway communication became general, so far as grain is concerned. Every little town in the province has its elevator or elevators, with buyers during the season, ready to pay cash for every bushel brought to market. In the larger towns these buyers are waiting all the year round, and only in some of the minor points are they withdrawn during the summer, when farmers are busy at work on their farms and unable to haul grain to town, unless at rare intervals. In fact, so keen has the competition in grain buying been of late years, that dealers have had to handle the farmers' products on exceedingly slender margins, so much so that quite a few have found the business unprofitable, and have lost money by their operations. Only the large concerns, buying at numerous points, and handling hundreds of thousands, and even millions, of bushels in a season, have been able to make their business give a fair return during the past two years. There is therefore all over Manitoba a ready cash market for grain, and keen competition in the business.

But grain raising alone is not farming in Manitoba, as many of our settlers have discovered to their loss during the past two years of depressed grain markets. The production of butter, eggs, poultry, cheese, cattle, hogs and other commodities is rapidly increasing of late, and it is an ever-ready cash market for such products that the farmer feels the lack of in points less important and further west than Winnipeg. The farmer wishing to sell cattle or hogs in western points has to wait very often until the visiting buyer of such come around. He may take his butter, eggs, cheese and other commodities to the country town where he does his trading, and find that he has to take payment in groceries, dry goods or other merchandise, or at best get a proportion (not a large one) in cash, and take the balance in trade. It cannot be otherwise in small towns, where the local demand calls only for a small proportion of such products of the surrounding farmers. In Winnipeg matters are different. There is not a product of the farm which cannot be brought in and find a cash market at any time of the year, and there is no line of product for which there is not competing buyers in the city, so that the farmer is not at the mercy of the buyer in any case. Winnipeg is the central point at which all the lines of railway intersecting the province converge, and it is the collecting market from which all products in car lots are exported. It cannot fail therefore to be a ready cash market, for it is the collecting point for the exports of the vast Northwest.

There is another point, too, which an intending settler would do well to figure upon, and that is that the farmer selling his products in Winnipeg gets the price the farmer at western points would get, with the addition of the freight from the western point and the profit of one middle





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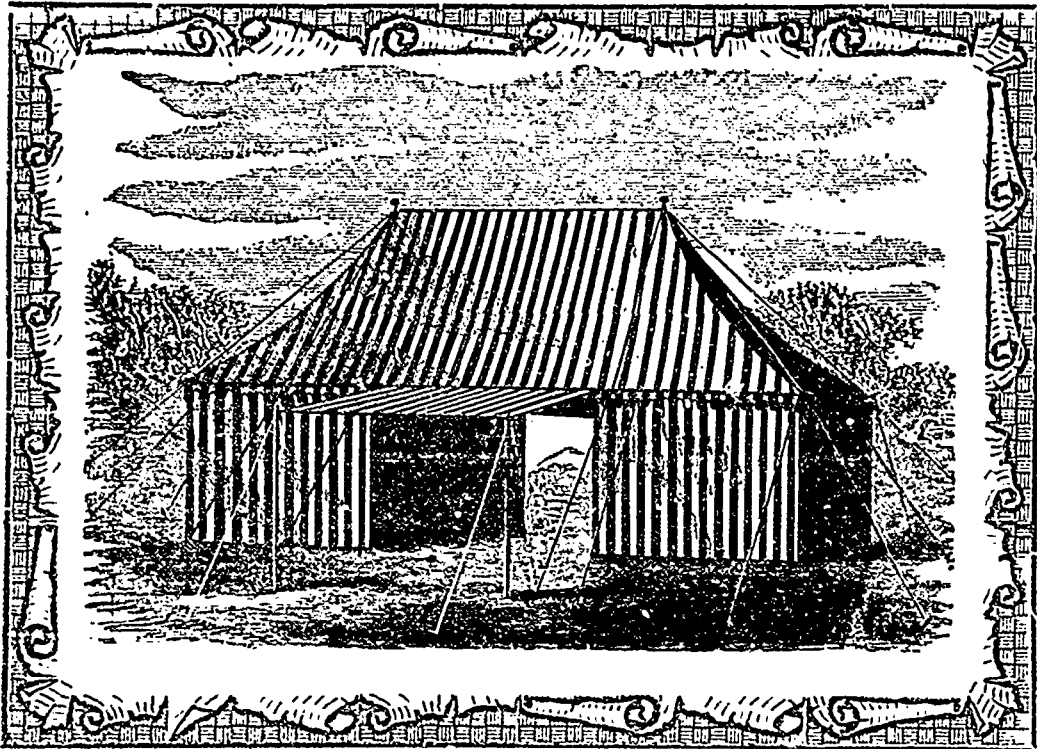
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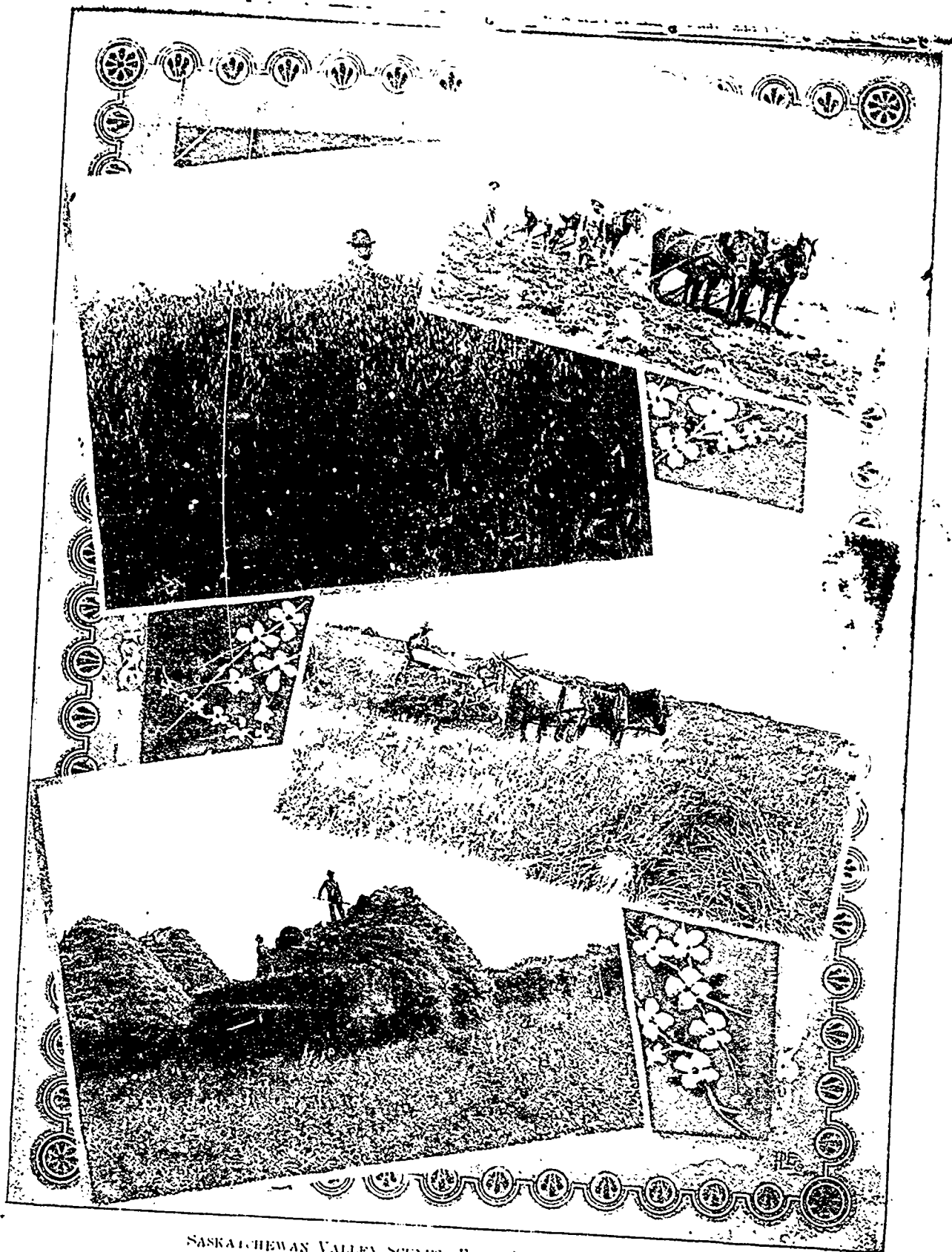


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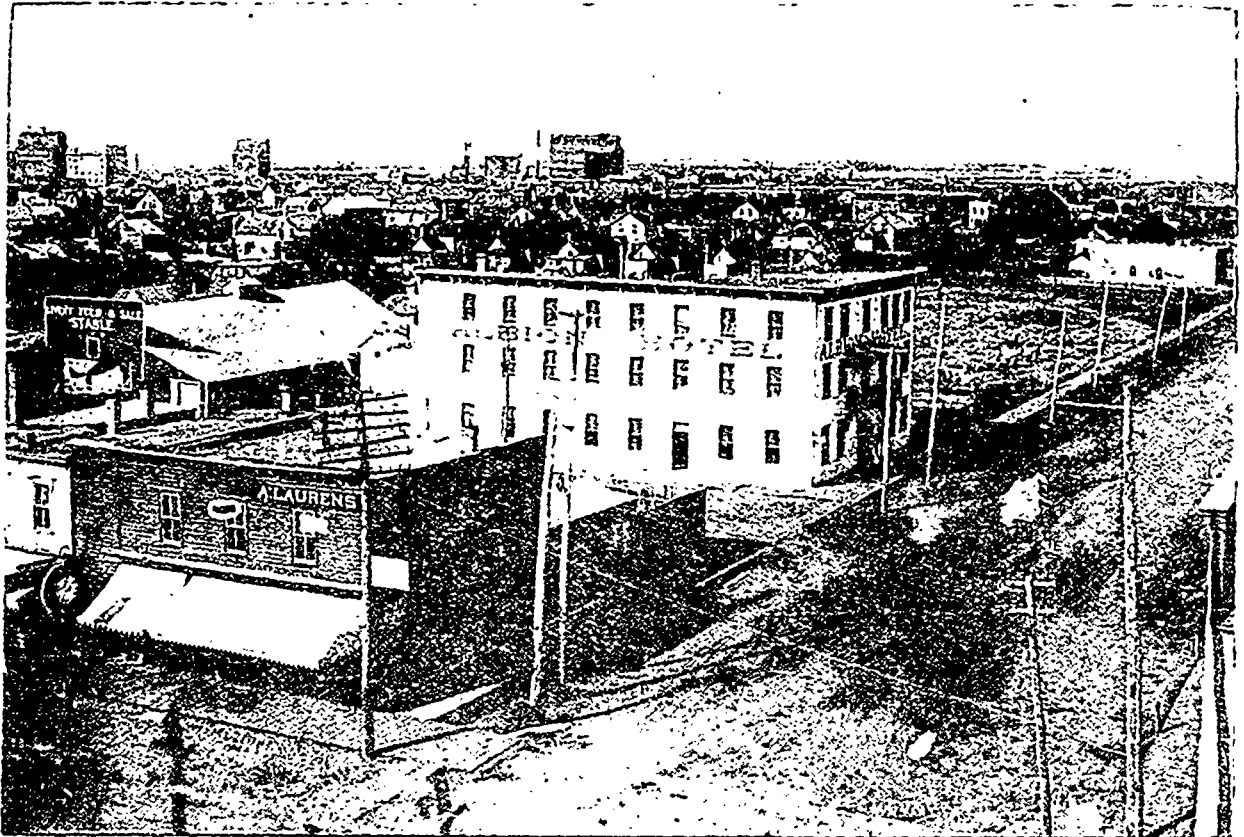
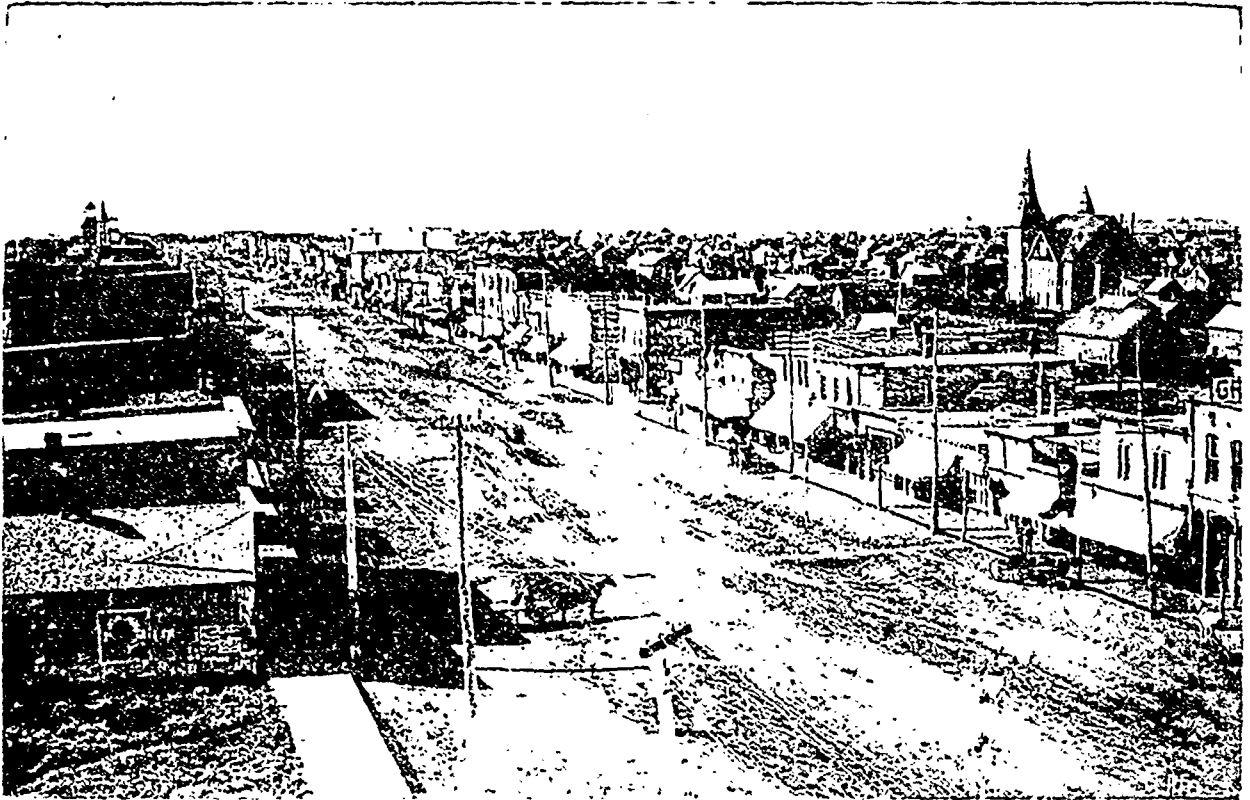
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SASKATCHEWAN VALLEY SCENES - From the Plough to the Stack



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*Engraved from Photo by Rowe, Portage la Prairie*

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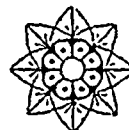
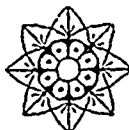
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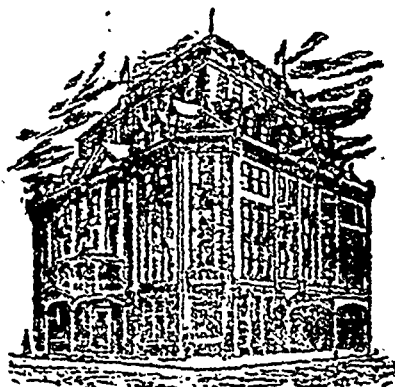
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Man. A farmer working a half section of land properly could by selling in Winnipeg enough each year for his products, over that paid to the farmer 300 miles west for the same stuff, to pay a heavy interest on the whole cost of his farm. In short, with the superior market afforded, he would be better off to pay \$10 an acre for a farm near to the city than get one as a gift 300 miles further west.

As a purchasing market for the supplies necessary on a farm the advantages of the Winnipeg district are almost as great. The competition of the city reduces the prices of all merchandise to the lowest possible levels, and in this respect a great saving can be made.

If Winnipeg has great advantages to the farmer as a market for sale, it offers even greater as a market to purchase in. The city is now the grain centre of Canada, and on its Grain Exchange more business is done by far than in any other exchange in the Dominion. Here the farmer sells his grain direct to the exporter and miller, and here also he can purchase much of his supplies direct from the manufacturer, without having to submit to the profit of any middleman.

In one all-important line this advantage of purchase direct from the manufacturer is very marked and that is in farm machinery and implements. Not only are the leading manufacturers of Canada doing business here, but some of the United States manufacturers have their branch offices and warehouses in the city. Thus any machine or implement a farmer requires can be had on a moment's notice, and can be bought direct from the manufacturer, with his guarantee attached.

The competition in this branch of trade is also very keen, and prices are down to a low level compared with what they were ten years ago. For instance, take the common stubble plow, 14 to 16 inch cut. These can be had of the best makes at from \$12 to \$20, while breaking plows usually range about \$5 higher. The time was when the farmer in the western portion of this continent paid \$350 for a self-binding reaper, and then got a very inferior article, compared with the best machines of to-day. Now the finest binder made in Canada (and there are no better in the world), can be bought in Winnipeg for \$140, and others less desirable can be had for less money.

Assuredly this is getting to a great pitch of economy, compared with the times when half a dozen middlemen stood by and took their share of profit, between the manufacturer and the farmer. The present is a state of affairs which does not exist in many places on this continent, and the writer is of opinion that in Manitoba, and particularly in Winnipeg, the undertaking of wiping out the middleman was first successfully undertaken.

## Progress of Agriculture in Manitoba.

Compared with 1895, the yield of crops in Manitoba last year looks small. Last year was not a favorable season for agriculture in Manitoba, and the result is made to appear still more unfavorable, following as it did the big crop year of 1895. There was a falling off in both the area and yield of the principal crops last year. The reduced area was due to the unfavorable weather during the seeding season, owing to the late spring and excessive moisture. The rainfall was unusually heavy in the spring and early summer and seeding was greatly delayed in consequence. This made much of the crop late and backward and decreased the average yield, as grain crops which are sown late in the season usually give a much lighter yield than when they are sown in good time. Crops on low or level land were also damaged by the excessive rains. Rust, which up to last year had been almost unknown in Manitoba, also affected many crops, particularly oats, and greatly reduced the yield of oats.

The quality of the last wheat crop, however, has averaged very fine, and this makes up to some extent for the lighter yield. The quality of the oat crop is very poor, owing to damage from rust. Winnipeg inspection returns show that over 55 per cent of the wheat handled here graded No. 1 hard or better, quite a number of cars grading extra hard, which is a higher grade than No. 1 hard.

One result of the unfavorable spring has been that a larger area of land than usual has been prepared for crop this year. Farmers who were unable to get their full area in, have summer fallowed the land for crop this spring so that it is expected the crop area which will be sown this year will be considerably the largest on record.

The higher prices received for grain on this crop will also make up to a large extent for the light yield. In fact some farmers made more money last year than they did from their big crop in 1895. Prices have ruled considerably higher in Manitoba for all grains, than has been paid to farmers at points in the United States south of the boundary. Manitoba farmers have therefore obtained full value for what they had to sell.

The following statistics, compiled from the crop returns collected by the provincial government, show the development of the wheat growing industry in Manitoba:

### WHEAT

Year	Area Acres	Yield per acre	Total Yield bushels
1883.....	260,812	21.80	5,686,855
1884.....	307,020	20.11	6,174,182
1885.....	357,018	20.80	7,429,410
1886.....	381,441	15.33	5,893,480
1887.....	432,131	27.7	12,351,724
1888*			
1889.....	623,245	12.4	7,701,519
1890.....	746,058	19.65	14,665,769
1891.....	916,660	25.3	23,191,599
1892.....	875,990	16.5	14,453,835
1893.....	1,003,640	15.56	15,615,923
1894.....	1,010,186	17	17,172,888
1895.....	1,140,276	27.86	31,775,038
1896.....	999,598	14.33	14,371,806

\*No statistics gathered in 1888

This shows a steady increase in area from year to year, except in 1892 and 1896. The reduction in the area in 1892 was also due to unfavorable weather. Below we give a similar table showing the growth of the area sown to oats:

### OATS

Year	Area acres	Yield per acre	Total Yield bushels
1884.....	133,044	30.55	4,061,494
1885.....	157,026	40.53	6,364,263
1886.....	161,030	25.15	4,048,904
1887.....	153,176	46.2	7,265,237
1889.....	218,744	16.8	3,415,101
1890.....	235,334	40.2	9,513,448
1891.....	305,644	48.29	14,762,605
1892.....	332,971	35	11,654,090
1893.....	388,529	25.28	9,823,935
1894.....	413,686	28.8	11,907,851
1895.....	432,658	46.73	22,555,733
1896.....	442,415	28.25	12,502,318

Oats come next after wheat in importance. The surplus is shipped, some to British Columbia, some to the lumber country between the eastern boundary of Manitoba and the Ottawa, some to Eastern Canada cities, and some to Great Britain. Some is shipped out in the form of oatmeal to the same parts. The bulk of the crop, however, has been consumed at home.

The next crop in point of importance is

### BARLEY

Year	Area acres	Yield per acre	Total Yield bushels
1883.....	60,291	30	1,808,430
1884.....	40,936	32.33	1,363,928
1885.....	52,169	29	1,512,901
1886.....	69,565	18.70	1,300,365
1887.....	56,110	34.31	1,925,231
1889.....	80,233	13.1	1,051,551
1890.....	66,035	31.33	2,069,415
1891.....	89,328	35.6	3,197,876
1892.....	97,644	29	2,831,676
1893.....	114,762	22.11	2,547,653
1894.....	119,528	25.87	3,091,716
1895.....	153,839	35.69	5,445,036
1896.....	127,835	24.8	3,171,747

Barley is grown principally for feeding at the farm. Some very fine samples of barley, however, are sometimes shown. The home breweries take a portion of the crop and the balance is shipped to Eastern Canada, or used here for feed.

After barley comes flax in point of importance. This crop is grown for the seed only, and no use is made of the straw or fibre. Some of the seed is crushed in Winnipeg, where there

is a linseed oil mill, and some is shipped east. In some years flax has been exported to the United States. The area in flax was light last year. Peas and rye are grown to a very limited extent. Potatoes and roots usually give heavy yields here.

Most farmers in Manitoba depend upon the wild prairie hay for fodder crops. Some, however, are beginning to cultivate hay crops, with good success.

A bushel represents 60 pounds of wheat, 34 pounds of oats and 48 pounds of barley. When we consider the small population of Manitoba, the production of grain per capita will be seen to be very large.

The land area of Manitoba is about 65,000 square miles, besides about 10,000 square miles of water area. We have therefore a land area of over two and a half square miles, or say 1600 acres for every farmer. This indicates what vast room we have for development, and it also shows the possibilities of the future of Manitoba in grain production.

These figures apply to the province of Manitoba alone, and not to Western Canada as a whole.

## Winnipeg Grain Exchange.

The Winnipeg Grain and Produce Exchange is an institution which is closely connected with the grain trade of Western Canada, as we may say that practically the entire grain crop of the country is handled by members of the exchange. A large number of the grain merchants have their offices in the Grain Exchange building in Winnipeg. The exchange has a membership of 100. The officers this year are: N. Bawlf, president, Robt. Muir, vice-president, and C. N. Bell, secretary. A first class telegraphic service is supplied by the exchange, so that the members are in direct communication with the leading grain markets of the world. The exchange is a great assistance in this way to the trade. Another great convenience is the arbitration and settlement of disputes arising between members in the course of business. New rules were recently adopted by the exchange, relating to sales for future delivery, and for the definition of trade terms. The ninth annual report of the exchange, recently issued, gives considerable statistical and other information relating to grain trade matters.

## Our Live Stock Trade.

The live stock trade of Manitoba and the territories shows a considerable decline in the number of animals of all kinds exported last year, as compared with exports in 1895. This decline in shipments, however, does not indicate any shrinkage in the live stock industry here. On the contrary, the farmers continue to go more into mixed farming, experience having taught them that it is more profitable to devote considerable attention to live stock than to depend upon grain alone. The live stock industry in the range country, where grain crops are not grown to any considerable extent, has also made satisfactory progress.

The decline in shipments, as regards cattle and sheep, is due partly to the large shipments of 1895. The available surplus of cattle was drawn upon very heavily during 1895. Everything fit to ship was sent out during that year and the country was raked over so closely, that it left a smaller number for shipment in 1896 than would otherwise have been the case. Another cause for the decline in shipments was the unfavorable season for fattening grazing animals. Last summer was the worst season in many years for grazing animals, owing to the frequent rains, which kept the grass soft and less nutritive than usual. In wet years the natural prairie grass seems to lose some of its fattening qualities, and flies are also more troublesome in wet seasons. Last summer the flies were unusually bad. Cattle and sheep did not fatten up as readily as they usually do. When shipments closed in the fall, quite a number of animals which should have been exported, were not in fit condition for export.

The large falling off in the exports of live hogs is really a gratifying feature. It does not indicate any decline in the number of hogs marketed, but it shows that the packing industry has made considerable progress here. The real cause of this decline in the shipments of live hogs is owing to the increased demand from packers. Winnipeg packers have taken more hogs than ever before, and at several other points quite a number of hogs have been packed. A few years ago the supply of cured hog products for consumption in Manitoba and the Territories was largely imported from the United States or shipped in from Eastern Canada. Now we are producing and packing our hog products at home, and the country west of Lake Superior to the Pacific coast is now mostly supplied with products prepared in Winnipeg or at other points in the West

where packing establishments have been started.

The following shows the exports of live stock from Manitoba and the Territories for three years:

	1894.	1895.	1896.
Cattle....	30,000	50,000	33,273
Sheep....	4,000	15,000	9,212
Hogs....	10,000	15,000	3,316
Horses...	200	400	293

The horses and sheep or nearly all of them, were western range animals, About half the cattle were range animals and the balance domestic cattle. The figures include shipments to British Columbia.

In addition to these shipments of live stock, a limited quantity of dressed meats have been shipped from Manitoba and the Territories to other Canadian provinces, some going to British Columbia and some to points east. During the present year it is expected that a large slaughtering establishment and cold storage warehouse will be established in Winnipeg, for the purpose of exporting fresh beef and mutton to Great Britain, instead of shipping live animals. If this industry can be successfully established, it will mean a great saving in the cost of transportation, as the dressed meat can be handled much more economically as regards freight and other expenses, than in exporting live animals. The proposed slaughtering establishment will have a capacity of about 1000 head of cattle per week.

## Our Western Waterways

THE VAST STRETCHES OF INLAND NAVIGABLE WATERS OF WESTERN CANADA.

We hear it sometimes stated that transportation is the problem of Western Canada. If this be true, we may add that the solution of the problem lies largely in the development of our water-ways. The utilization of our water-ways is a question which has not received that consideration from our business men which its importance demands. Few people even among the older residents of this new country, seem to realize the magnitude of our waterways, and the great things which could be accomplished by the opening up of our "magnificent water stretches." A few persons who have made a study of this question have tried to draw popular attention to the matter, but while we have become enthusiastic over the building of railways or the construction of other works, we have not taken hold of the question of the development of our waterways in such a manner as to indicate that we are really in earnest in desiring the development



of these great natural highways.

The great value of water transportations is well known to all large shippers or receivers of goods. We know that during the season of navigation on the lakes, freight rates to and from the East are much lower than in the winter, when navigation is closed. The difference in the cost of handling goods by water, as compared with railway freights, is so great, that wherever water routes can be utilized it means a vast reduction in the cost of transportation. The rate of 1 cent per bushel on wheat from Chicago to Buffalo, by water, is not unusual. This is only one-third of a mill per ton-mile, compared with the average rail rate in the United States, according to Poor's manual, of about 9 mills per ton-mile, or only one twenty-seventh of the average railway rate. Compare one cent per bushel on wheat from Chicago to Buffalo, by water, with 17 cents per 100 pounds on wheat from Winnipeg to Fort William by rail! Compare 25 cents per long ton on coal from Buffalo to Duluth, by water, with the regular rate of \$3.00 per short ton from Duluth to Winnipeg by rail! Coal has been carried from Buffalo to Duluth at 15 cents per long ton of 2,240 pounds, but that is an unusually low rate. These comparisons serve to show that the railways cannot begin to compete with water transportation.

With these astounding facts known to shippers, it seems strange that greater interest has not been taken in the development of our water-ways. Our energy has been directed to the construction of railways, while the water-ways, which offered a means of transportation with which the railways could not hope to compete, have been neglected. The development of our water ways would bring about an economy in transportation which would be of inestimable value to the country.

We have in this country some really magnificent water stretches, the opening up and development of which would give us one of the grandest systems of inland navigation in the world. It is a matter for regret—in fact for self reproach—that we have so little data as to the feasibility and cost of developing and connecting these various water routes. So far as is known however, it is believed that some very important water routes could be opened up in this country at a very moderate expenditure. We will glance first at the Saskatchewan river, Lake Winnipeg, and Red river. With some obstructions these three bodies of water form a continuous water route stretching out about 1,400 miles, all within Canadian territory. The upper portion of the Red river,

lying within the United States, would add 200 or 300 miles to the length of this system. These are all waters regarding the navigability of which there can be no shadow of doubt, as these waters have been navigated for years. The chief obstructions in this chain of navigable waters are the St. Andrew's rapids, on the Red river, a short distance below Winnipeg, and the rapids on the Saskatchewan river, near Lake Winnipeg. With these obstructions overcome by canals, and some improvements in the channel of the Saskatchewan, this vast system would be navigable from the Manitoba boundary at Emerson to the far north-western town of Edmonton, in northern Alberta.

The carrying out of the improvements necessary to open up this vast system, would be of inestimable value to the country. The great natural resources of the country tributary to these waters would be more easily and quickly developed, and heavy freight would be handled at a mere fraction of the cost of railway transportation. The resources of the region include the fishery interests of Lake Winnipeg, the great timber wealth surrounding the lake, the coal areas tributary to the Saskatchewan and the vast agricultural territory of the Saskatchewan valley. There are also known to be large deposits of iron ore about Lake Winnipeg.

The opening up of this route even for the coal trade alone, would appear to render it very desirable, even if there were no other important resources available for development in the tributary country. We have already stated that coal has been carried from Buffalo to Duluth at the very low rate of 15 cents per long ton. It is presumed that coal could be carried from the North Saskatchewan to Winnipeg about as cheaply as it could be transported from Buffalo to Duluth. At this rate we would have coal laid down in Winnipeg at under \$2.00 per ton. Coal has already been transported to points along the Saskatchewan river, and there is nothing fanciful or impractical about the proposal to extend this transportation as far as Winnipeg, and beyond Winnipeg to points along the Red river to the head of navigation on this stream in Minnesota and Dakota. It is evidently a perfectly practical and reasonable proposition. The only question is as to the expense of developing the route. While no very accurate data is at hand as to the cost of the necessary works, it is the opinion of those who are familiar with the route, that the cost would be very moderate in proportion to the benefits to be derived therefrom.

We have dwelt upon the question of coal transportation only. The

other interests are equally as important and could be enlarged upon with equally striking results, were it necessary to do so to show the importance of developing this route.

Connecting with the Saskatchewan river is another large stream, known as the South Saskatchewan. This river is not as well known as the north branch or the main stream, but it has been navigated by steamers all the way from Lethbridge in southern Alberta to its juncture with the main stream. During the rebellion of 1885 it will be remembered that steamers on this river did good service in transporting troops and supplies. By the development of the south branch about 500 miles of navigation could be added to the Saskatchewan system, reaching the fine coal mines of southern Alberta.

Besides Lake Winnipeg, we have two other large lakes in Manitoba, namely: Lake Manitoba and Lake Winnipegosis. These two lakes might be considered as forming practically one body of water though there is a slight interruption to navigation between them. Together they form a fine stretch of navigable water about 250 miles long. These lakes, it is believed, form a better route to the Saskatchewan river than the Lake Winnipeg route. The northern end of Lake Winnipegosis approaches very close to the Saskatchewan river, and the country between is a low swamp. In fact there is said to be an overflow from the Saskatchewan to Lake Winnipegosis in high water. The route to the Saskatchewan via these two lakes would be up the Assiniboine river from Winnipeg, and thence by a canal from the Assiniboine to Lake Manitoba. Once Lake Manitoba were reached, the expense of opening the route through to the Saskatchewan, it is believed would be very small. This route would render it unnecessary to construct a canal at the Grand rapids of the Saskatchewan, near Lake Winnipeg, and it would also afford a route more free from heavy storms, such as are liable to be encountered on a large body of water like Lake Winnipeg. It would therefore allow of the transportation of coal in a lighter and cheaper class of barges.

To open the route to the Saskatchewan via lakes Manitoba and Winnipegosis, we would have first the improvement of the Assiniboine river, the principal work for which would be a canal at the St. James rapids, just at the western boundary of the city of Winnipeg. This would give a water-power which would pay a handsome dividend on the cost of the work. The minimum water-power available here by opening the route to Lake Manitoba, has been estimated at about 10,000 horse-power, and the utiliza-



tion of this power would be an untold source of wealth to the city of Winnipeg. The total steam power in use in Winnipeg is estimated at under 2,500 horse-power, and is operated at a cost varying from 17 cents per horse-power per day of 24 hours, up to \$1 per horse-power per day. The water-power could be utilized, it is believed, at a cost of about 6 cents per horse-power per day. This great saving would pay for the construction of the work, besides placing the city in a position to become a great manufacturing centre thus increasing the home market for the products of the farmer.

The opening of a canal from the Assiniboine river to Lake Manitoba is considered by engineers who have examined the route, to be a comparatively easy undertaking, and one which could be carried out at a very moderate cost. A natural canal is said to exist for a great portion of the distance. Moreover there is a special incentive to construct this canal. The natural outlet of Lake Manitoba is not sufficient to carry off the flood-water, and the consequence is that a large area of land surrounding the lake is subject to inundation. Sooner or later a canal will have to be cut from this lake to give an increased outlet for the water. This is a matter which has already become an urgent question, and the settlers in the vicinity of the lake are strongly urging the government to undertake the work. Lake Manitoba is fourteen feet higher than the Assiniboine at low water, which would ensure a good flow of water for the canal. Over 200,000 acres of land around lake Manitoba could be reclaimed by opening this canal, which in itself is a very important matter, and the value of the land would materially detract from the net cost of the work.

Besides opening the route to the Saskatchewan, the great resources of the country tributary to Lakes Manitoba and Winnipegosis would be opened up for development. The most valuable timber areas in Manitoba are tributary to these lakes, besides which there are fishery interests, salt, building stone and large tracts of agricultural and grazing lands.

The Assiniboine river has been navigated by steamers a distance of some hundreds of miles beyond the point where the proposed canal would connect the river with Lake Manitoba. It will be remembered that in the year 1881, steamers did a good business carrying settlers and their effects up the Assiniboine from Winnipeg to the then newly located town of Brandon, and points beyond as far as Fort Pelly. We have spoken about coal being laid down in Winnipeg from the Saskatchewan river at a very low price. By the improvement of the Assiniboine,

this coal could be distributed right through the heart of Manitoba at a correspondingly low cost.

The possibility of extending the Lake Winnipeg system of navigation through to Hudson bay, is still another question in connection with the development of our water-ways. Engineers who have made a superficial examination of this route, claim that it is perfectly feasible. We will not dwell upon this route at present, any more than to say that a survey of the route is desirable. A private company made application for a charter to cover this route, at the last session of parliament, but the bill was not passed. Our policy undoubtedly should be to have all our waterways opened up as public works, rather than that they should fall into the hands of private companies.

Away in the far northwest, north of Edmonton, stretching away to the Arctic ocean, we have some really magnificent water stretches. The Hudson's Bay Co. has had steamers running on these northern waters for some years. The improvement and connection of these great water stretches would open up highways of commerce into these vast northern regions which would render the country comparatively easy of access.

Last but not least we have another great water route which has received more or less consideration for many years. This is a more important route than any of the others mentioned, though its feasibility is not so certain as either of the routes to the Saskatchewan, and even if feasible the expense of developing it would no doubt be much greater. We refer to the proposal to establish a water route from the Red river through to Lake Superior. This would appear superficially to be a very heavy undertaking, and many persons will be inclined to doubt the feasibility of such a route, on first thought. They will be inclined to consider that the cost would be so great that it would be foolishness to undertake it. Parties who have given the question some study, however, claim that a water route from the Red river to Lake Superior is not only feasible, but that the cost of opening such a route would not be out of proportion to the importance of the work. It will be remembered that it was the policy of the late Alexander McKenzie government to develop the water stretches of this route in opening communication between the older provinces and Manitoba. However, that idea was dropped and a railway was built instead. Now that a second outlet to Lake Superior is beginning to be considered necessary, it would appear to be a wise thing to have a thorough examination of the proposed water

route made, before deciding that we must have another railway. If the water route be feasible at a reasonable cost, it would be a more valuable acquisition than a second railway and it would provide a means of handling heavy freight at rates with which the railways could not begin to compete.

From the Red river to the Lake of the Woods it is believed that a light draft canal could be opened at a very moderate expense. The Rosseau river rises near the Lake of the Woods and flows eastward to the Red river. The land in south-eastern Manitoba, west of the Lake of the Woods, is low and marshy. There is abundance of water everywhere. In fact too much water, and the canal would be a means of reclaiming a large area of land which is now too wet for settlement. It has been alleged that it is possible to pass from the Lake of the Woods to the Red river, via the Rosseau river, during high water, in a canoe, without making any portages, thus indicating that the country between the lake at Buffalo Bay and the head waters of the Rosseau is inundated in high water.

From the point where the proposed canal would enter the Lake of the Woods, there is navigable water all the way to Fort Frances, a distance of over 100 miles. The opening of a canal to the Lake of the Woods would bring that great timber country to our doors. The logs for sawing into lumber would be brought by water to the Red river, and sawn here, and thus the expensive railway haul of 130 to 150 miles would be saved to the purchasers of lumber. The opening of this part of the route alone, regardless of connections east of Fort Frances, would be an undertaking of immense advantage to Manitoba, providing the work can be done at a reasonable cost.

From Fort Frances eastward there are stretches of navigable water which it is claimed could be utilized at a moderate cost, to open the proposed water route to within about forty miles of Lake Superior. From that point to the latter lake, the work would be very heavy and a short railroad would probably be necessary, instead of carrying the canal through to the lake. But even with the transfer which would be caused by this break in the water route, the cost of transporting goods from the Red river to Lake Superior would be about cut in two.

We have referred as briefly as possible to these various schemes, only saying enough about each to interest our readers in them. What we do urge is, that a strong effort be made to induce the government to make a survey of these various routes, during the coming summer. The feasibility

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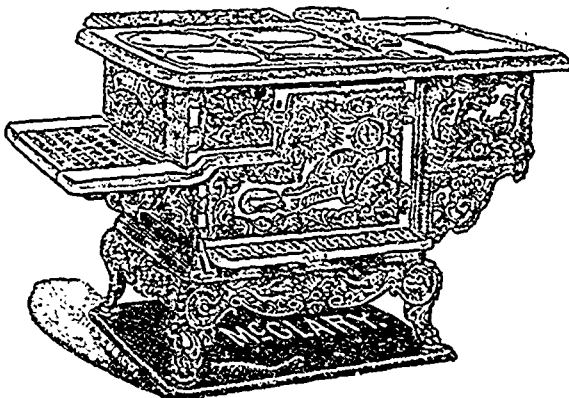
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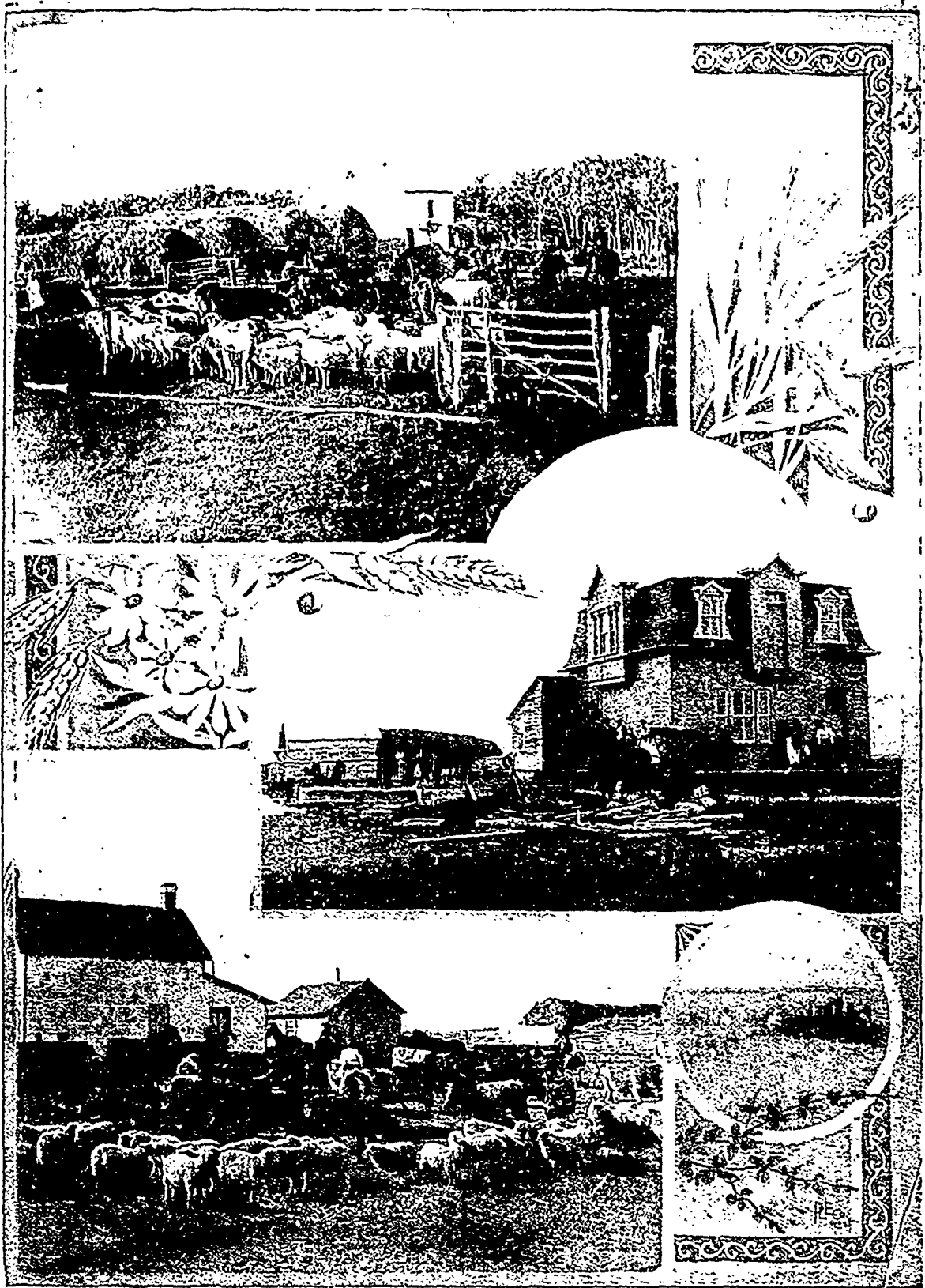
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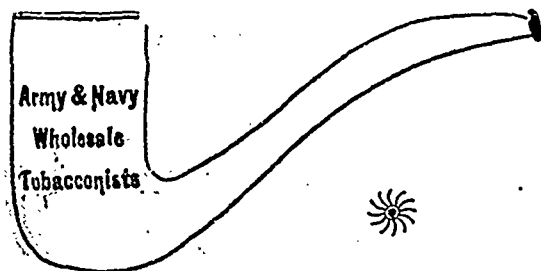
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of some of these routes at a very moderate expenditure, can hardly be doubted. This is particularly true of the Lake Winnipeg and Lake Manitoba routes to the Saskatchewan. The belief in the practicability of the various routes does not rest upon mere sentiment. We have the evidence of practical engineers who have made a study of the questions, in their favor. We have the testimony of such men as Geo. H. Webster, C. E., of the Manitoba & Northwestern railway, Major Ruttan, C. E., city engineer of Winnipeg, and Col. Scobel, C. E. Each of the various proposed water routes have been endorsed by some one of these engineers, so far as they were able to do so from a superficial examination of the matter.

The greatest hope for the future of Western Canada, we believe, lies in the development of our great natural water highways. Tributary to the great Saskatchewan and Red rivers and the great lake basins of Manitoba, we have a territory which, if as thickly settled as some of the countries of Europe, would have a population of over 50,000,000. The development of these water routes would lead to the establishing of water-powers at various points. We have referred to one valuable water-power which would be established at Winnipeg. Other water-powers would be formed at other points where canals would be built. The development of these water-powers would alone be of great value to the country. We need cheap power in this country to assist in establishing manufacturing industries, and the more manufacturing we have the better will be the demand for the produce of our farms. The home market is usually the best market. This winter Winnipeg is consuming large quantities of oats shipped in from country points, at much higher prices than could be obtained for shipment to Eastern Canada or for export. This also is the case with other products. A city of a couple of hundred thousand people here in Manitoba, would be a great thing for the farmers of this country. These water-powers would build up our towns and cities, and would draw consumers here to manufacture goods which we now bring in from other countries or from the eastern provinces, while we would also be able to manufacture products which we now send away in the form of raw material. With the aid of electricity power could be transmitted from these water-powers to the nearest towns.

What the business men of Manitoba and the Territories should demand, and persist in until they gain their end, is at least a preliminary survey of these various routes, so that we

might have more exact data to go upon. In demanding this we would not be asking anything unreasonable, as no heavy expenditure would be undertaken until more definite information had been received.

## Winnipeg Board of Trade.

The Winnipeg Board of Trade is regarded as the most important institution of the kind in the West. It certainly is a representative body, containing among its members the leading business men of the city. The board is not merely an organization of local interest. Its influence extends all over the western country. The board is always willing to take up any matter in the interest of other districts, as well as matters which concern the city of Winnipeg and its interests. The residents of other towns in Manitoba and the Territories, and even in British Columbia, frequently call upon the board to assist them in securing some desired result.

The past year has been a very successful one with the board. The membership was largely increased, the finances were in good shape at the end of the year, and many important questions were dealt with during the year. Indeed, it is the general feeling of the members that the affairs of the board have been managed with ability and energy during the year by President Mathewson, assisted by the other officers and the council. Much of the success attending the efforts of the board during the year is due to the earnest efforts of the president to further the interests of the board in every legitimate way. The following summarized report of the council, presented at the recent annual meeting, will indicate what a large number of questions have engaged the attention of the board during the year:—

The board was represented at the Congress of Chambers of Commerce of the Empire, which met in London in June last, by Sir Donald A. Smith, Hon. T. M. Daly and Mr. Stephen Nairn. Following were the instructions given by the board to its delegates:

1. As to commercial relations between the mother country and her colonies and dependencies. Considering the means established for inter-communication between the various parts of the Empire and the great quantity of agricultural produce that can be supplied by Western Canada, it is desirable that the trade between Great Britain and her Colonies should be stimulated, extended and increased, and the freest trade relations possible established. The advantages to be derived therefrom warranting the freest exchange of commodities within the Empire on a preferential trade basis consistent with revenue necessities.

4. As to bills of lading reform, we

would favor full responsibility by all common carriers.

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

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

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

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

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

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

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

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

That this Congress looks upon such a tendency as not only wasteful of the vitality of the Empire, but altogether unnecessary, seeing that the British Colonies and Dependencies offer fields as attractive, if not more attractive, than can be found in any foreign country, and that within the bounds of the British Empire the emigrant can find any variety of climate, and reach success in any pursuit, and yet retain all the privileges of a British subject.

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

The resolution of the Winnipeg board, regarding emigration, was adopted unanimously by the Congress. The delegates made reports to the board of the proceeding of the Congress.

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



lowing communications were forwarded :  
Winnipeg, 27th April, 1896.

To Robt. Kerr, Traffic Manager C. P. Ry. Company.

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

1. Notice has been given by your road that the freight rates on merchandise from Fort William to Winnipeg, and proportionately to other western points, when such merchandise is carried to Fort William by independent steamboat lines are : 1st, \$1.16 ; 2nd, 93c. ; 3rd, 80c. ; 4th, 66c. ; 5th, 57c., whereas last year the rates were 92c., or 21c. less ; 79c., or 19c. less ; 65c., or 15c. less ; 56c., or 10c. less ; 47c., or 10c. less. This in effect is the placing in force of your ordinary local tariff on all through freight received by your road at Fort William from steamboat lines other than the C. P. R. line and the Beatty line, a discrimination which has never before been made by your road.

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

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

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

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

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

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

7. The Board wishes to point out that Vice President Shaughnessy, of the C. P. R. Co., when giving sworn testimony before the late freight rates commission on 10th April, 1895, stated, in regard to freight rates on east-bound grain : "The wheat, having reached the elevator at Fort William is open to the broadest possible competition." It would appear from the present action of the company that they have adopted an entirely different policy in regard to west-bound shipments, and this Board hopes that this will speedily be changed to conform with the policy recognized as applying to east-bound grain. The Board, therefore, asks that the rates in force last season be not increased.

Winnipeg, 28th April, 1896.

To J. M. Hannaford, General Traffic Manager, Northern Pacific Ry. Co.

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

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

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

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

4. This Board trusts, as a matter of equity as well as interest, you will treat all freight for Manitoba, transferred from steamboat lines at Duluth, as entitled to the same charges, which charges in all cases should, at least, not exceed those imposed last season.

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

Ottawa, May 6th, 1896.

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

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

With regard to your request that representations be made to induce the railway company to restore the rates and conditions on this steamboat traffic to the same status as prevailed last year, I am, by direction, to inform you that this Department has no control whatever in regard to the freight rates charged on steamers.

I am, Sir, your obedient servant,

JOHN H. BALDERSON,  
Secretary

Ottawa, May 22, 1896.

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

Sir:—Referring to your letter of the 28th ultimo, covering copy of a statement

on the subject of freight rates on merchandise carried by steamboat lines to Fort William, and thence by rail to western points. I am, by direction, to inform you that the President of the Canadian Pacific Railway Company has communicated, under date of the 15th instant, a statement showing the position which that company has been obliged to take in this matter, which is to the effect "That taking advantage of the special rates which prevailed from Fort William and Duluth to Winnipeg for lake traffic, outside and tramp boats have, for the past few years, so badly cut into the business that the regular lines have not had sufficient business left to support them, and it has become a question with the Canadian Pacific, Grand Trunk and Northern Pacific Railways, of allowing the regular lines to drop out, leaving the business to outside boats and to chance. The regular boats running in connection with the railways referred to have to start at the beginning of the season and make regular trips throughout the season, without regard to the amount of traffic to be carried, consequently, for a considerable part of each season the boats have to be run at a loss, and if the outside and irregular boats are allowed to come in at times when business is good and make such rates as they see fit, and take the business away from the regular lines, the effect must be easily apparent. The railways interested have found it necessary to take the action complained of by the Winnipeg Board of Trade, in order to keep the regular lines of steamers going, and we believe this to be in the public interest just as much as in the interest of the railways. The Beatty line between Ontario and Lake Superior points has been in existence a great many years, and its withdrawal from the Northwest trade, which under the circumstances prevailing for the past few years was inevitable, would have been a serious loss to the Canadian Northwest."

I am, Sir, your obedient servant,

JNO. H. BALDWIN,  
Secretary.

Montreal, May 4th, 1896.

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

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

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

Yours very truly,

W. C. VAN HORNE.

Montreal, May 16th, 1896.

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

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

GEO. HADRILL,

Secretary.

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

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

The Board had a lengthy correspondence with the Department of Inland Revenue regarding changes made in the grain grades. The Department ordered certain changes in the grades at a time when it would have deranged the entire grain trade to have introduced changes, as the new crop was then moving heavily. After much correspondence, and a trip of the secretary to Ottawa, suggestions were made which led to a satisfactory settlement of the difficulty, and the obnoxious changes in the regulations were not put into force. Thus a very serious situation was averted by the action of the Board. The Board suggested the appointment of a commission to fully consider the question of the grain standards with a view to

having permanent regulations made governing grain inspection.

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

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

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

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

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

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

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

vention. Replies were received from a large number, which were unanimously in favor of the convention, and a long list of suggestions as to matters of interest for discussion were sent in. Since, over one thousand invitations have been mailed on a list as complete as the committee could make it of the business men in the territory above mentioned. Many replies, in acceptance of this invitation, are to hand, and arrangements have been made for the convention to meet at 8 o'clock p. m. on Thursday, the 4th February.

Note.—The convention has since been held, and it proved a great success.

Two communications were received in October and November from J. S. Larke, Commercial Agent of the Government of Canada for Australasia. Mr. Larke is stationed at Sydney, New South Wales, and advised the Board on the state and prospects of the crops in Australia and New Zealand. He reported that there was last year, and would probably be this year, a considerable shortage in the crops there.

Your Council are glad to report to the Board that the relations existing with the several Boards of Trade in Manitoba and the Northwest Territories, and elsewhere in Canada, are of the most friendly description. The Council have communicated with the Provincial Boards on several subjects during the past year, and have received hearty support and co-operation in all matters advanced, tending to the welfare of this western country, and the Dominion in general. We could only wish that some of the Provincial Boards were more active in holding meetings for the consideration of important matters affecting the trade and commercial prosperity of the province.

The Board was represented at the Western Immigration Association meeting held in Winnipeg on February 27th and 28th, 1896. A large number of subjects, of great interest to that part of Canada lying between Lake Superior and the Pacific in particular, were discussed by the convention, the principal items on the programme being those relating to the best means to be adopted to secure settlers for this western country, and to develop its varied resources. The attendance was large, representatives from every district in the territory defined being present. A permanent organization was effected, the executive being composed of representatives from Western Ontario, Manitoba, the Northwest Territories and British Columbia. Representatives of the executive were sent to Ottawa and interviewed the Dominion Government, explaining the scheme adopted by the Association, and they asked for substantial financial assistance in carrying on its work. The change of Government at Ottawa no doubt interfered to prevent this assistance being given, but the Association has approached the Government in power, and it is hoped that success will crown their efforts. The re-

presentatives of the Association also addressed some of the leading Trade Associations in Eastern Canada, and received endorsement of the plans of the organization.

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

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

"To establish a Bureau of Immigration.

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

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

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

In March a communication was received from the Hon. Joseph Martin, enclosing a copy of Bill No. 52, "An Act to Incorporate the Hudson's Bay Canal and Navigation Company." Mr. Martin informed the Board that he objected to some of the powers, asked for in the Bill, being granted to the Company, and asked the Board to communicate their views to him as soon as possible. The Council called a general meeting of the Board for the consideration of the matter, and, after considerable discussion of the provisions of the Bill, the following resolution was adopted, and a copy forwarded to Mr. Martin:

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

The action of the Board in this matter was no doubt one of the principal factors in securing the defeat of the Bill.

The following resolution was passed on the 15th of April, regarding the death of Sir John Schultz:—

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

Regarding the proposal emanating from the Ottawa Board of Trade to form a Dominion Board, the Winnipeg Board replied as follows:—

After due consideration the Council wrote the Ottawa Board as follows:

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

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

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

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

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

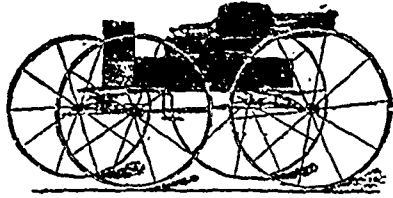
"Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

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

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

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

(4). Every judgment, decree, rule or order of any court, whatsoever, in any civil proceeding, whereby any sum of money, or any costs, charges or expenses are



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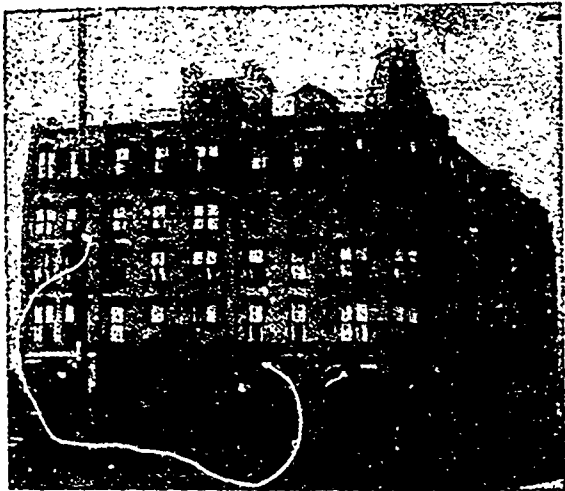
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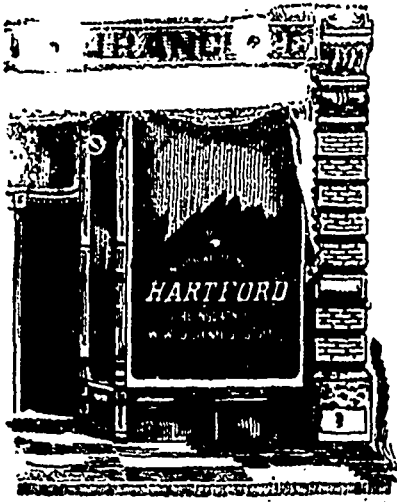
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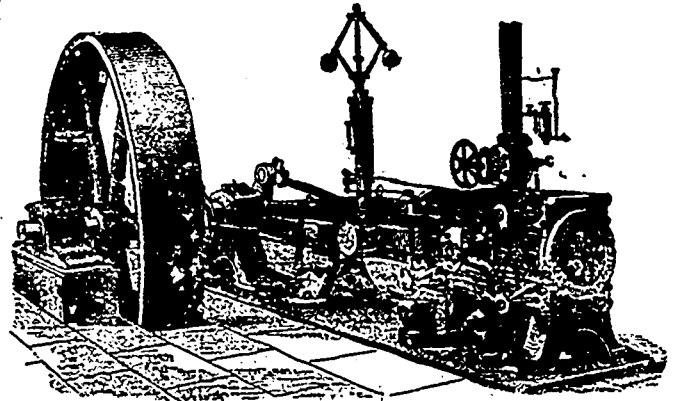
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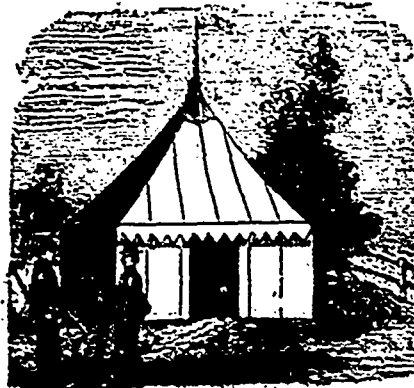
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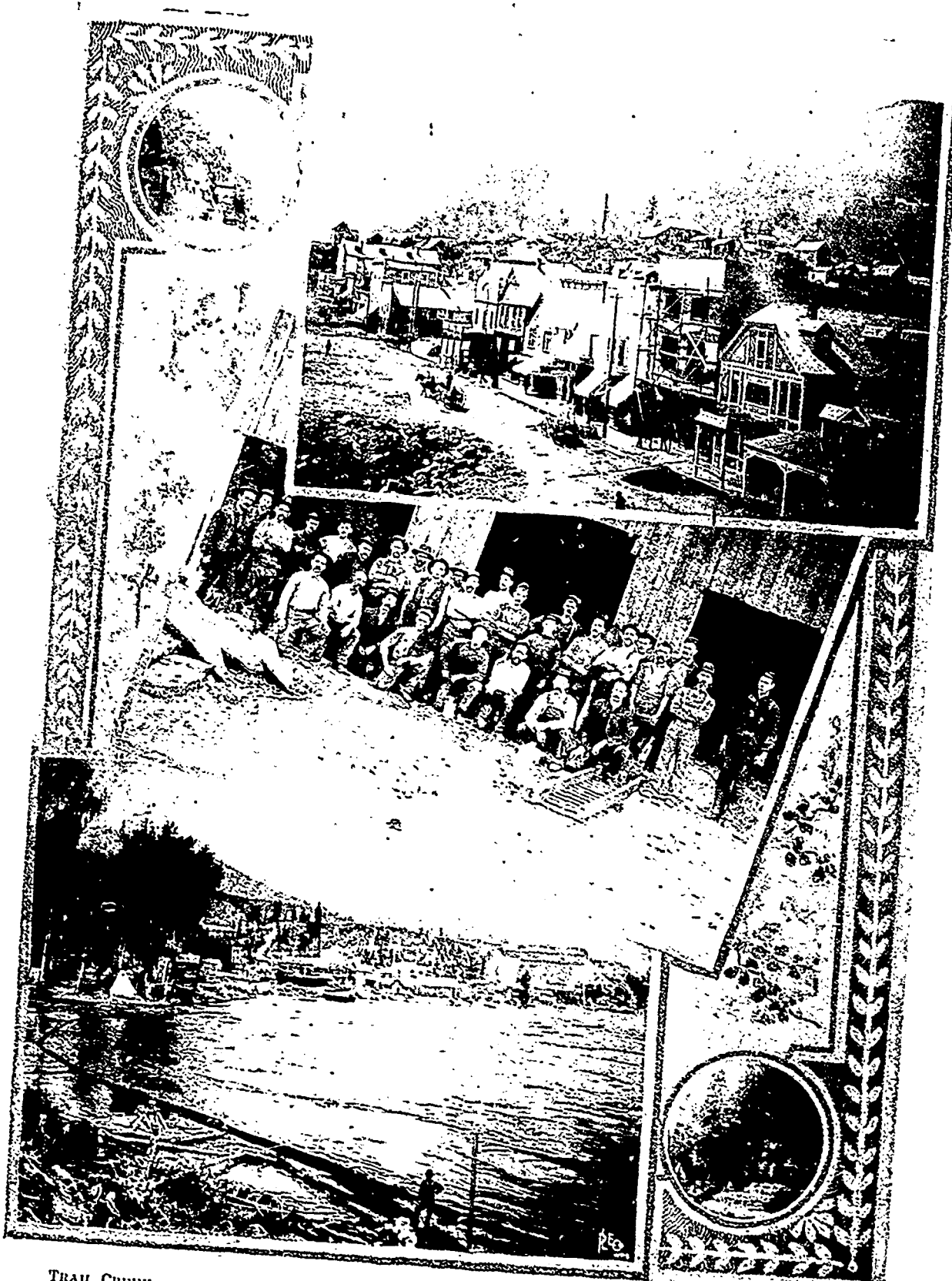
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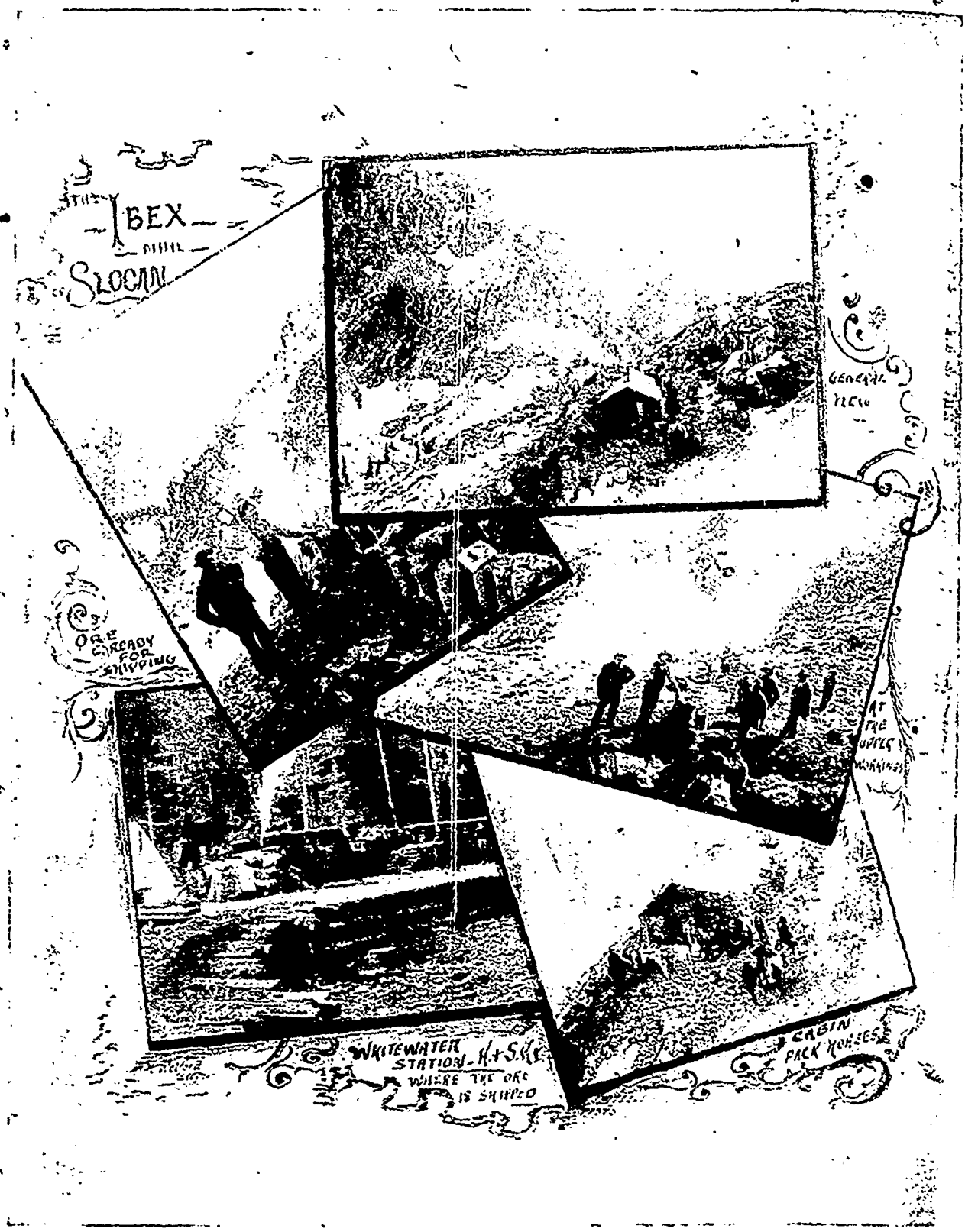


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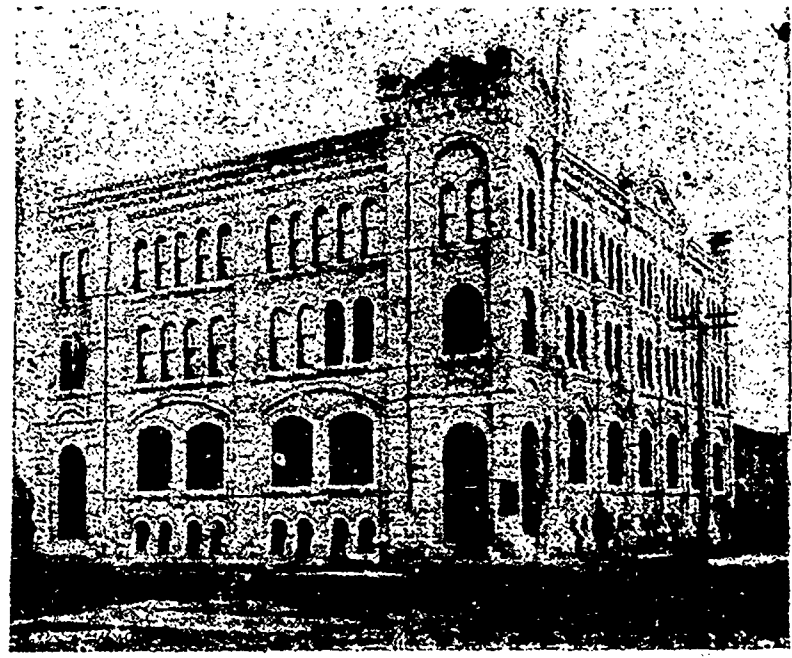
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made payable to any person, shall have the effect of a judgment, under this Act, and the amount payable thereunder shall be deemed to be a judgment debt within the meaning of Section 2 of this Act.

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

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

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

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

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

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

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

"Whereas, The procedure of these courts and the jurisprudence of all these peoples is a growth under one common law, and the decisions of their own courts interquotable and respected in authority; and

"Whereas, The Hon. Charles A. Towne has presented a resolution directing the Committee on Foreign Affairs of the

House of Representatives in the Congress of the United States to report on the practicability of the establishment of a permanent Court of Arbitration, constituted for the decision, by rules of law, of all controversies between the peoples and governments of the United States and the British Empire, except those involving the honor or autonomy of either. And also for the speedy and amicable adjustment of the boundary line between this country and the possessions of Great Britain; therefore,

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

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

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

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

At a general meeting of the Board, on the 3rd of November, 1896, the following resolution was unanimously adopted, and a copy forwarded to the Minister of Rail-

ways and Canals:—

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

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

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

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

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

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

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

The Council considered the matter of securing for Canada, in European countries, commercial representatives, who would act for Canada in commercial matters, as consular agents of Great Britain do for the trade of the Mother Country, and arrived

at the conclusion that the plan suggested in the following resolution was the right one:—

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

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

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

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

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

York, as has been the general rule heretofore."

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

The London, Eng., Chamber of Commerce notified this Board, in July last, that Her Majesty's Government had accepted the invitation of the Belgian Government to be represented at the International Exhibition, to be held in Brussels in 1897, and the Government requested the London Chamber of Commerce to organize a British section. The London Chamber were desirous that colonial products should be included in this exhibition, and asked the assistance of Canadian Boards of Trade to secure a proper representation of Canadian exhibits. The Council took up this matter with the Manitoba Department of Agriculture, and it is probable that an exhibit of Manitoba products will be made.

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

"Resolved, that this Council of the Winnipeg Board of Trade now place their opinion on record that the best interests of the City of Winnipeg would be served if the Board of Aldermen would at once take under their consideration the urgent necessity existing for the proper pavement of the streets of the city on an extensive scale. They are of the opinion that the streets, during the past two months, have been in a condition disgraceful to a city which claims to be progressive and enterprising; and further, they are of the opinion that the bad condition of the streets is seriously affecting the business interests of the city."

A week later, the Manitoba Board of Fire Underwriters proposed to this Board that the two associations should jointly represent to the City Council the matter of the condition of the streets, but as this Council had already acted in the matter, and the City Council already had the matter under consideration, it was felt that we

could take no further action at that time.

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

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

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

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

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

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

The Board of Trade of Revelstoke, B.C., addressed a communication to this Board, in March last, on the subject of certain store cars run by the Canadian Pacific

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

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

Winnipeg, October 14, 1896.

To the Council of the Board of Trade, City.

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

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

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

countrymen to share in their success.

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

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

Fifth. That a vigorous immigration policy should be inaugurated and carried out in a thorough business-like manner.

J. H. ASHDOWN,

Convenor.

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

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

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

The Council took up the matter anew with the present Dominion Government, strongly urging the abolition of the quarantine. From time to time, in communications received from the Department of Agriculture, the Council has been informed that the matter was receiving the attention of the Government, and we are now

glad to inform the Board that steps have been finally taken for securing the repeal or modification of the quarantine law.

Note.—The quarantine has now been withdrawn.

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

In October last, the Council, learning that the Hon. J. I. Tarte, now Minister of Public Works, would visit Winnipeg, appointed a committee to interview him on the subject of the Red River improvements, and requested the City Council to appoint a committee, so that, as in the past, the two bodies would act conjointly in this matter. A public meeting was held in the City Council Chamber, at which Mr. Tarte was present, when representatives of the Board and City Council strongly urged upon him the extreme desirability and necessity for the Dominion Government making adequate improvements in the Red River, which is a navigable stream under the jurisdiction of the Dominion. The Hon. Mr. Tarte, in replying, stated that he would go into the matter fully, and had already wired his Chief Engineer to come on to Winnipeg; to make a personal inspection of the rapids, with a view that his Department might have full information to base a decision upon. He also spoke very favorably of his impression of the necessity of this important work, and a few days afterwards, in company with the members of the committee, and Messrs. J. A. Macdonell, M. P., and R. L. Richardson, M. P., visited the rapids and made a personal inspection. Chief Engineer Coste also visited the rapids with City Engineer Ruttan, and went fully into the matter with him.

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

A committee of his Council was appointed to consider an application for the assistance of the Board, made by some residents of Rockwood Municipality in the neighborhood of Foxton, Manitoba, to endeavor to secure for them the extension of a branch of the C. P. R. to that point, the committee to see if there was sufficient reason to justify the Board in going to the Local Government to ask aid for such extension and to secure information as to area, crops, etc., in the district affected. After correspondence with the petitioners, and of the consideration of several

letters written by General Superintendent Whyte and Sir William Van Horne, the committee reported that they were not willing to go to the Government to ask for something they could not endorse, and that they could not make up their minds to ask for a grant of one hundred and twenty thousand dollars for fifteen miles of road under the circumstances of the situation, as it existed.

Last spring a member of the Board made complaint to the Council that the Manitoba Dairy Association, whose chief revenue is a grant from the Local Government, had issued a circular informing manufacturers of dairy products that they had established an agent in the city, amongst whose duties was included "selling on consignment." The complaint stated that it was unfair to persons regularly engaged in the handling of dairy products that the Government should subsidize an association to engage in the same trade. On investigation it was learned that the circular complained of had been superseded by one in which the objectionable feature had been eliminated.

The library of the Board this year quite outgrew its quarters, and the Council found it advisable to secure a large addition to their book cases. Nearly one hundred dollars was also spent on special books, and the addition of these, with the large number of Government and Trade Organizations' reports received, has made a most substantial increase to the number of volumes now owned by the Board.

Last autumn arrangements were made for an excursion for members of the Board and others to the Kootenay district. Several members of the Board took advantage of the special rates offered by the C. P. R. and Northern Pacific.

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

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

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

In view of the fact that a committee of the Dominion Government has been sitting in many of the eastern cities, to take voluntary evidence offered as to the present customs tariff and its workings, the matter of the advisability of having the commission sit in Winnipeg, so that the

people here who desired to present evidence would have an opportunity to do so, was discussed at a general meeting of the Board, on the 6th of January, 1897., and the efforts of the Board have been successful in securing a meeting of the commission in Winnipeg.

This summary of the report of the Council will show the great number of questions which were dealt with by the Board during the year. Besides the matters referred to here, quite a number of other matters of minor importance were considered by the Board.

## President Mathewson's Address.

Below we give the address of retiring President F. H. Mathewson, at the recent annual meeting of the Winnipeg Board of Trade. The address refers to so many important matters that we give it in full. Mr. Mathewson spoke as follows:

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

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

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

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

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

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

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

If Winnipeg is to be classed as a mod-

ern and progressive city, and maintain its reputation as a healthy place to reside in, it must have good streets and a good waterworks and sewage system.

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

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

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

The Board was invited to send delegates to the Congress of Chambers of Commerce of the Empire, which took place in London last June, and had the good fortune to be represented at it by Sir Donald A. Smith, Mr. Stephen Nairn and the Hon. T. M. Daly.

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

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

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

This Board took strong grounds against the recent proposal to again change the grain standards classification, especially in the middle of the grain season, and even went so far as to decline to appoint any of its members on the Grain Standards Board, which met here last October.

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

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

The standard samples should be made

*Ogilvie's Flour  
is the Best*



MILLS . . .  
MONTREAL  
WINNIPEG  
GODERICH  
SEAFORTH



TOTAL  
DAILY  
CAPACITY  
**8,200**  
BARRELS



*Commands  
Highest Price*

EVERY BAG WARRANTED



# “ THE MASTER JACK ”

Is a Gold Mine, already developed beyond the experimental stage within five hours ride by rail and two hours drive from Winnipeg.

**Officered and Managed** by men well and favorably known throughout the Canadian Northwest:—President, D. C. Cameron, President of the Rat Portage Lumber Company, Treasurer, J. H. Neeve, Manager Bank of Ottawa at Rat Portage, Secretary, J. H. Chaloner.

**Property 143 Acres** in what has so far proved to be the richest gold belt, in the Lake of the Woods. **Development**, over 100 feet sinking and 150 feet tunnelling at one spot.

**Results**; Vein has widened from four to seven feet, and has increased in richness with depth. Assays \$6 to \$22 a ton. 500 tons pay ore on the dump; 5000 tons pay ore in sight above the tunnels.

The stock is being sold on the basis of what can be seen by any one visiting the property. It is not advertised as a shipping mine, if it were the mill results would be published, that is the number of tons shipped and the amount of money received, not assays. It is believed that the ore can be mined and milled at a cost of \$3 a ton.

If the vein continues as well as the large amount of development work shows, it will furnish sufficient ore to supply a forty stamp mill capable of treating 100 tons a day. The mill will be erected when sufficient ore is in sight to keep it running. The capital stock is 1,000,000 shares of the par value of \$1 each, 600,000 of these shares are in the treasury. Enough of these will be sold to put the mine on a dividend paying basis, the remainder will belong to all the shareholders. You can now buy this stock at ten cents a share. Investigate and compare this with other mining propositions now before the public. For prospectus or stock apply to

**C. H. ENDERTON, 440 MAIN ST., WINNIPEG.**

# GOLD

Having great confidence, (the outcome of several years of investigation,) in the wonderful mineral resources of the great gold and silver belt extending from Jack Fish Bay to the Eastern border of Manitoba, and believing that the time is now ripe for its development, and that for those who will combine ordinary business prudence and judgment with their capital, an investment there should be met with very profitable returns. I have arranged my business so as to permit my devoting a large portion of my time to

## Promoting Mining Investments.

I handle such mining stocks as I can recommend; also prospects and partly developed mines.

I believe my acquaintance with the district, knowledge of local conditions, and facilities for investigating should be of value to those of my clients who are willing to take ordinary mining chances. I make a specialty of procuring properties on terms admitting of syndicating and working.

Reliable men wanted as agents in Manitoba and Ontario. I have some promising locations for sale, and am the broker for Master Jack Stock. Reference: any bank in Winnipeg.

**C. H. Enderton,**  
Real Estate and Mines, 446 Main St., Winnipeg.

permanent and graded up to by the grain inspectors, who are Government officials and qualified experts.

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

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

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

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

When we hear the statement made that the Postmaster-General's Department will show a deficit this year of over \$800,000, and it is almost simultaneously announced that on one day recently the output of a certain publication in the east filled 1,800 mail sacks capable of holding four bushels each, and making bulk enough to fill five box cars ordinarily used for grain, all of which were delivered free of postage, it strikes the average business man that our postal arrangements might well be re-adjusted.

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

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

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

will be dealt with.

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

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

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

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

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

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

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

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

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

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

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

Happily, the result of the Presidential election favored the party pledged for honest money and sound Government, and the danger of the country falling into the hands of the elements represented by the

defeated candidate has been averted for the present.

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

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

Business generally throughout the Dominion has been good. The number of failures for 1896 was 2,118, with \$17,169,000 liabilities, as compared with 1891 failures, and \$15,802,000 liabilities for the previous year.

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

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

Fifty-two failures occurred in the Northwest in 1896, but it is interesting to note that 35 of these were not rated by R. G. Dun & Co., and the remaining 17 (with one exception) were rated worth from \$1,000 to \$3,000, which shows that the trade anticipated them, and in any case those who failed were men whose responsibility was most limited.

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

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

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

In this last connection I would suggest for the consideration of the incoming

Council some scheme by which the figures representing the wholesale trade of the city may be collected and published with the annual report.

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

The crop of 1895 was the heaviest ever gathered in the Northwest, and farmers were marketing grain up to the 1st of September, a condition of things never known before with us. This year the wheat yield was only an average one, but the cost of harvesting was light, the quality of the wheat was excellent, and the price realized very satisfactory, the net result to the farmers in many cases being that they realized a larger profit from it than they obtained a year ago.

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

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

which was a satisfactory increase over last year.

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

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

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

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

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

It is of interest to note that the North-

west continues to contribute a good share of the total quantity exported, for out of 100,360 head of cattle shipped from the port of Montreal last season, 27,957 were handled by a firm that operates from Winnipeg, the partners in which are members of this Board.

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

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

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

Via Buffalo and New York .....	4,535,000
Via Montreal .....	1,622,000

Bushels.  
Total .....

6,157,000  
And, if the usual practice is followed, the Province of Ontario will get credit for it.

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

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

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

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

The total loans of the banks are now \$11,000,000 more than they were a year ago, and amount to \$211,000,000.

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

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

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

This large disbursement, necessarily involving a considerable expansion of loans,

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

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

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

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

1894 .....	\$70,540,000
1895 .....	79,874,000
1896 .....	64,116,000

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

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

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

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

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

The grinding capacity of our mills continues to increase, and now amounts to 11,415 barrels per day, an increase of 1.125 barrels since last year.

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

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

A few years ago nobody would have dreamt that Manitoba would be shipping large quantities of flour to China, Australia and the Islands of the Pacific, but such is the case, and indeed I am informed that one of our leading concerns has recently had inquiries for our flour from Johannesburg, South Africa, and also from Calcutta.

While the bulk of the trade which has been developed is no doubt due to the

failure of crops in the countries referred to, at the same time, some if it will be permanent, and at present, shipments would be much larger if more ocean tonnage was available at Vancouver.

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

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

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

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

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

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

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

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

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

A number of new elevators have been erected during 1896, and the storage capacity in the Northwest (including Kewatin and Fort William) is now 14,999,300 bush-

els, which is an increase of over 7,000,000 bushels since 1891.

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

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

I hope the Board during the coming year will press upon the Government the importance of providing aid towards the construction of a line through the South-eastern part of the province.

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

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

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

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

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

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

It is of vital importance to the Dominion of Canada that the vacant lands of this great western country should be brought

under cultivation; and it is to be hoped that the Dominion and Provincial Governments will succeed soon in devising some scheme which will result in turning the tide of emigrants in our direction.

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

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

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

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

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

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

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

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

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

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

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

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

F. H. MATHEWSON.

## Mining Among the Lakes

There can be no doubt about the course which nature pursues towards mankind. She stores wealth only where patience and industry can reach it. This fact is strikingly illustrated in connection with mineral wealth, for the richest treasures of that character are invariably stored by her, where only patience and industry can develop them, or profit by them.

This fact is illustrated along the north-west shore of Lake Superior, where frowning rocky shores tell the approaching man, that only the patient and industrious can reap profit from the country they guard. This country until very lately looked upon as the home of the hunter and trapper and the fishing field of the beaver and otter, is fast becoming the attraction of the speculative world, as one of nature's greatest treasuries of mineral wealth.

Geologists have differed about the regions where gold and silver deposits can be found, but the practical search of the prospector often upsets the theories of the most learned geologists. This has been the case with the development of the mineral wealth of Canada, and more especially with the mineral wealth of Western Canada. Prospectors have shown the utter unreliability of the theories of the geologists of the past few decades, and from cral upwards to gold, the mining wealth of Western Canada has been demonstrated by prospectors and their successors to exist in many places where such geologists have positively declared that no mineral wealth could positively exist.

Geologists like other wise people live to learn, and a new set of those scientists is springing into notice, who have formed exactly opposite theories from their predecessors. These new exponents of the resurrecting science seem to figure upon the general volcanic formation of the crust of our planet, and especially that portion of its crust known as North America. These more modern geologists sensibly reason, that the volcanic action of pre-historic ages has been much the same as the action of a modern smelter. The heat was below, and its smelting action naturally threw the lighter substances of nature's crucible towards the surface, while the heavier remained at greater depth. Thus the iron and copper ore formations were the first metallic deposits to be met, lead a heavier usually at a greater depth, and silver and gold, still heavier, at still greater depth. Thus whenever the volcanic crucible's action reached nearest to

the surface in its intensity the more likelihood there is of finding the heavier and more valuable metallic deposits near to the surface.

It requires but a novice in the above named science to comprehend the rationale of the more modern geological theory, and any person who has traveled and made only a passing topographical note of the portion of North America known as the British possessions, must be struck with the evidences of the great volcanic, seething turmoil which must have taken place in the stretch of country from Labrador running westward along the northern boundaries of the alluvial districts of Quebec and eastern Ontario, dipping southward so as to bound the great Lake Superior on its north shore, and again stretching in a northwesterly direction through the Keewatin country, and passing the northern end of Lake Winnipeg, crossing the Nelson and other rivers of the great unsettled country north of the broad prairie land, stretching away into the Yucon valley, and terminating on the Alaska coast. There are within this region possibly more surface indications of volcanic action, than can be found in any similar area elsewhere on this globe. It is in the cooled off remains of such volcanic cauldrons, that precious metals are most readily found, and in this great area from the Alaskan boundary on the west to the Canadian Atlantic coast on the east, gold has been successfully and profitably mined, and in some instances, as in the valley of the North Saskatchewan, washed out of the sand bars of the rivers.

There can be no doubt, but the area above outlined contains a large proportion of the gold fields of the world, the great resources of which are as yet almost untouched, and that in the ranges of mountains, the Rockies and others running north and south through our continent, the gold fields there discovered and operated, are only streaks of the great metallic belt of the north, stretching away to the south.

It must be admitted, that the discoveries of gold during the past ten years go a long way to bear out the truth of the above theory. In Nova Scotia, gold has been mined for many years. The Labrador and Newfoundland country furnish undoubted evidences of its existence there; Western Ontario has fairly entered the field as a gold producing region; struggling pioneers in Alberta have washed out many a thousand dollars worth of gold from the sands of the North Saskatchewan, and the fame of the Yucon valley as a gold field is now world wide. The rich gold fields of East and West Kootenay and

the Cariboo districts of British Columbia, and even the diggings and mines of California and states further south, are merely the outcroppings of the southward bend of this great belt of valuable metallic deposits.

The fact that the conditions under which the rich mineral ore deposits are found in different portions of this great belt are varied is no proof against the theory of all being portions of one belt. Over all the eastern and extreme northern portions of the area the veins of ore are found at low altitudes, and over a comparatively level country, that is to say a country free from ranges of mountains, or even hills of any marked attitude. Yet over this comparatively level country there are surface evidences of the wildest volcanic eruptions, and the alternate stretches of granite on top in one place and depository uppermost in another are decidedly puzzling to the geological student. On the other hand the veins of rich ore discovered in the southern bend of the great area are all amid mountain ranges, and a very large proportion of them at great altitudes. The variety in the topography of the country is sufficient to account for the variety in the conditions in which the ores are found.

Leaving the Atlantic portions of this great mineral deposit area, as territory not within the constituency of The Commercial, the writer commences his search in western Ontario on the northwest shore of Lake Superior. To make out a complete record of the progress of mining in Western Ontario up to date will not be attempted here, but reliable instances will be given of work in different parts thereof, which will go to prove the wonderful wealth of this as yet undeveloped gold producing region.

There are numerous partially or wholly undeveloped gold claims around the Canadian shore of Lake Superior, some of which are very promising, and will yet be heard of as among the most valuable gold fields of the continent. The whole country from the lake westward and northward for several hundred miles may be looked upon as the poor man's gold country. First because the veins of gold bearing quartz are so easily got at, compared with those described in the Rocky mountain country, both in Canada and the United States, which with few exceptions are to be found only at great altitudes, and in the mountain strongholds, requiring large capital to penetrate and operate in. Those of western Ontario are all at comparatively low altitudes, and are easy of access. Besides nearly every Western Ontario mine yet tested

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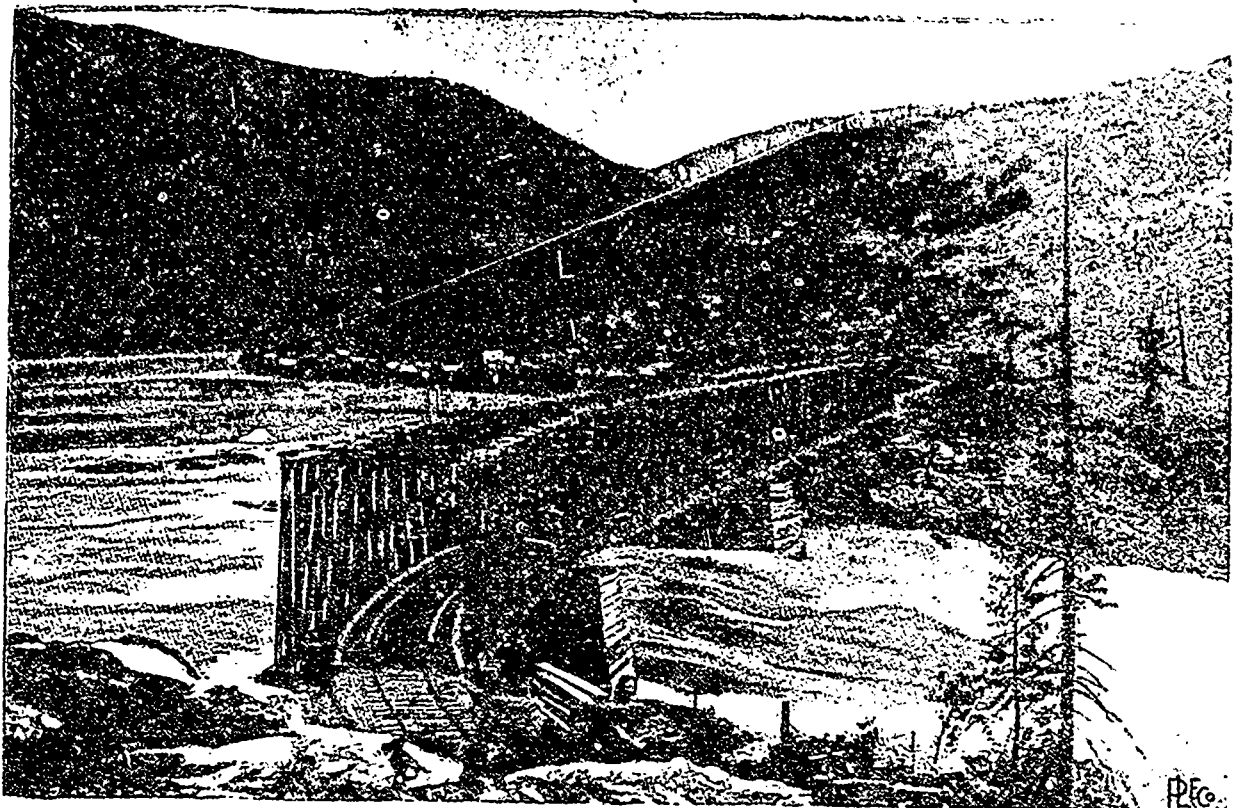
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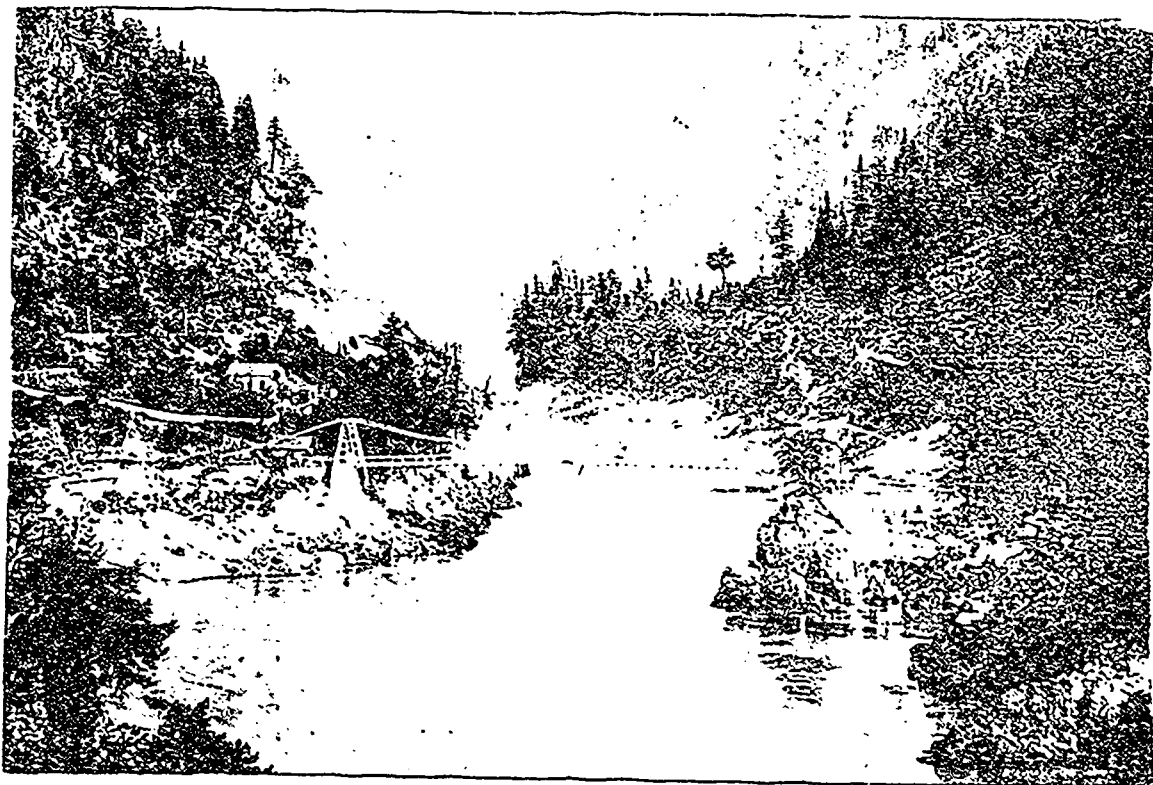
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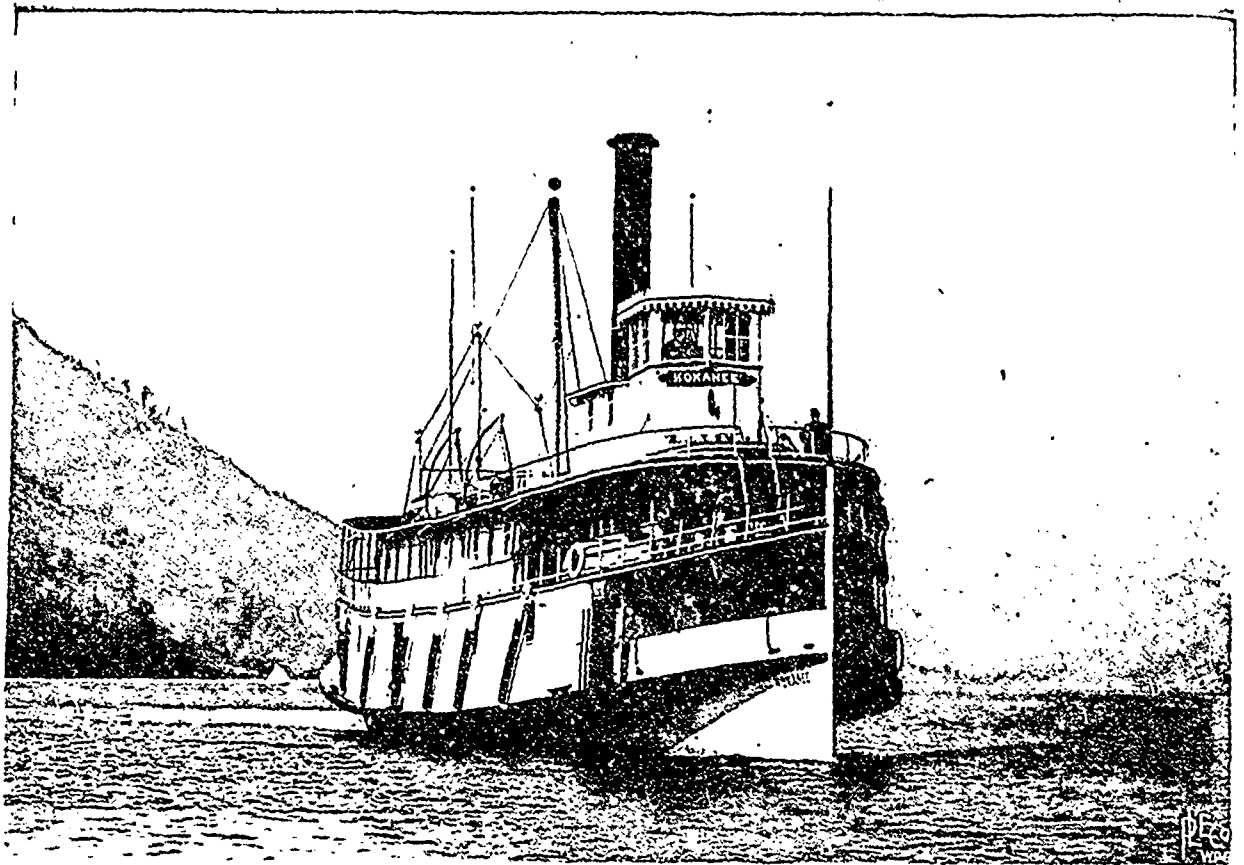


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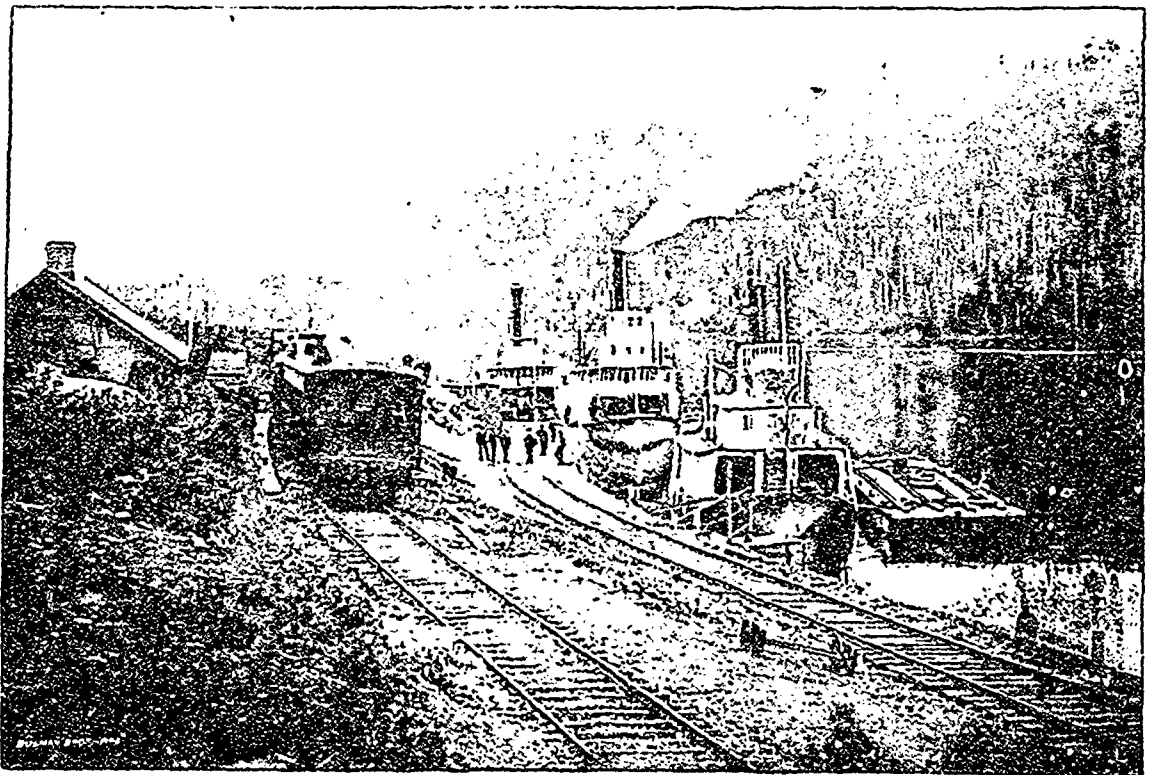


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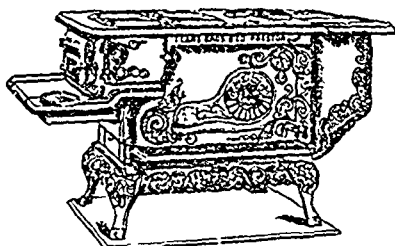
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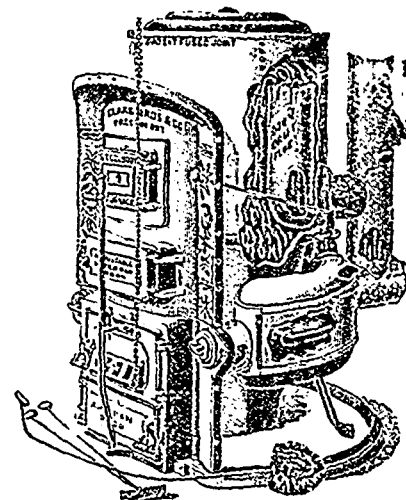
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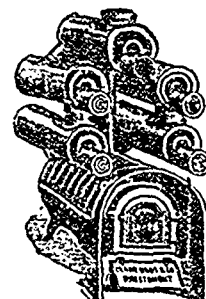
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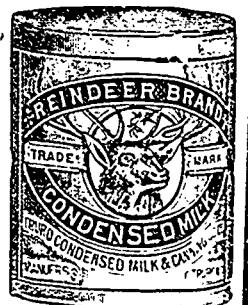
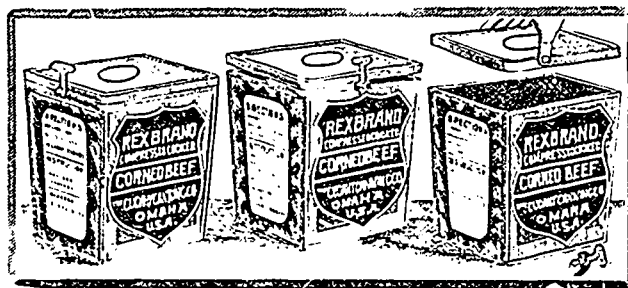
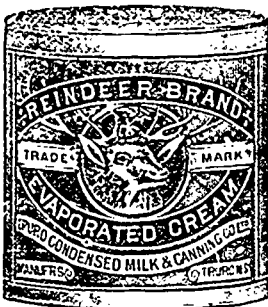
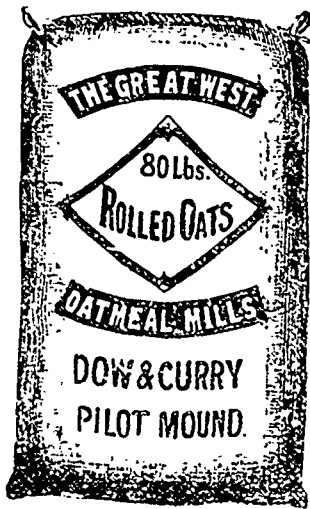
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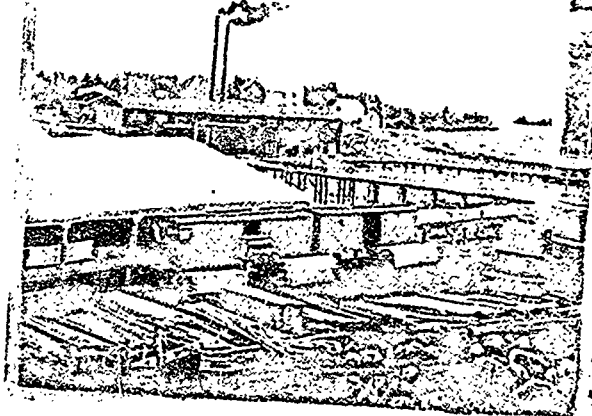
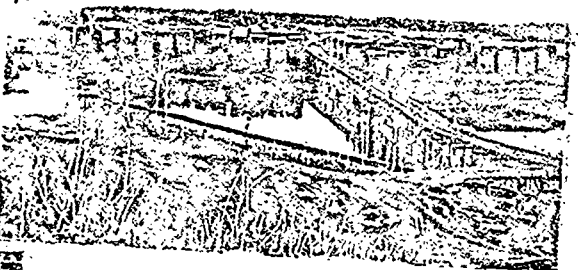
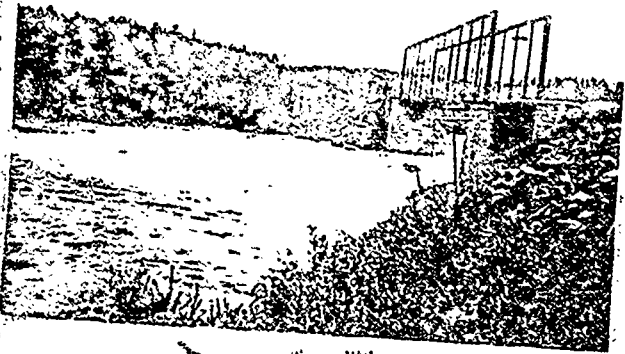
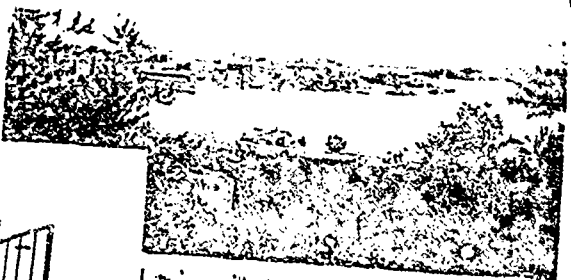
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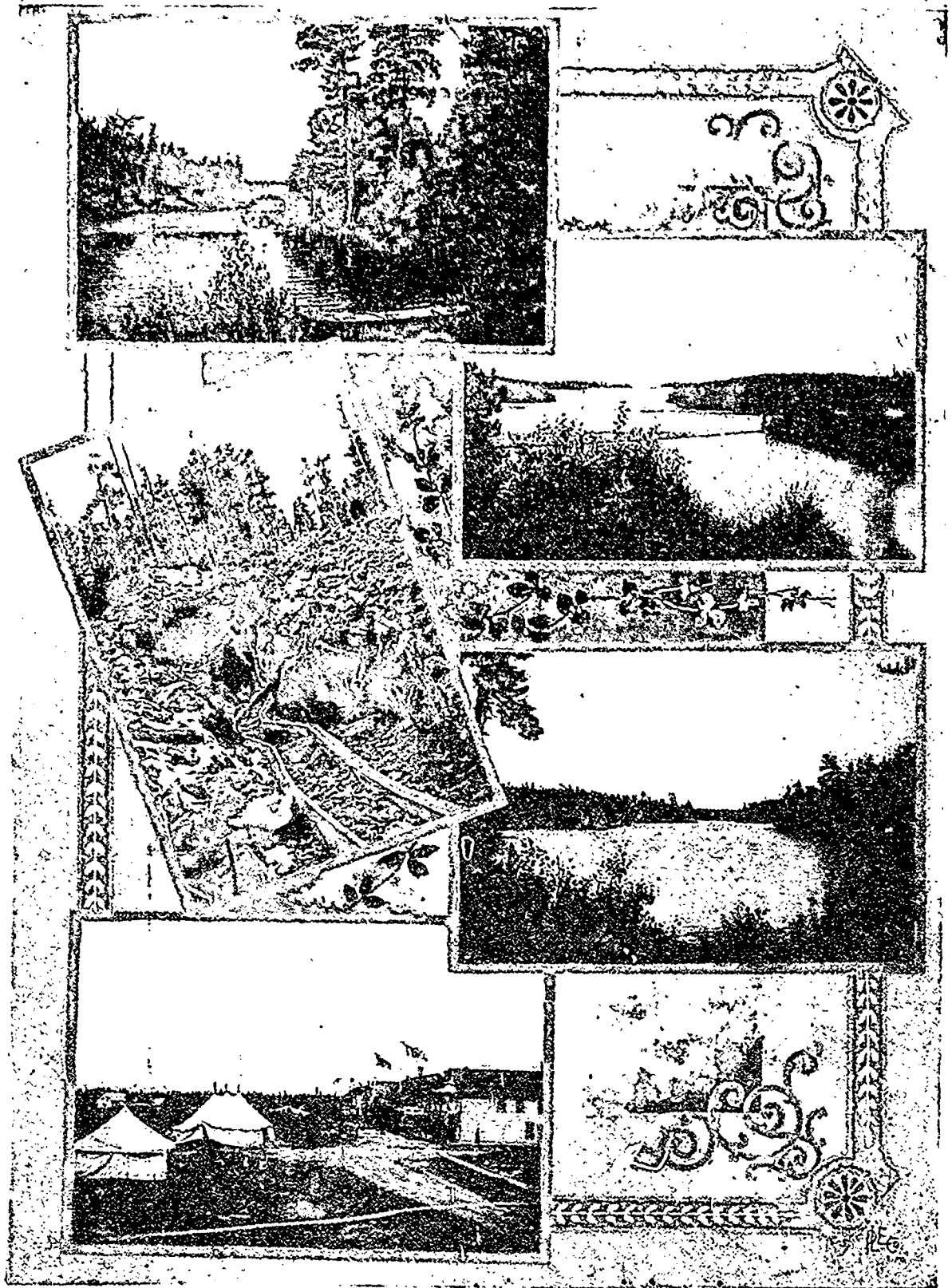
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THE DEVILS GAP.  
A MINING VIEW  
FORT FRANCIS.

LAKE OF THE WOODS VIEWS.

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shows free milling ore, and does not require expensive chemical treatment to extract the precious metal. In this aspect we cannot select a better illustration to commence with, than the property of The Empress Gold Mine Co. Geo. A. Graham, of Fort William, President, Walter Ross of Rat Portage, Secretary-Treasurer, and J. T. Horne, Manager. It is only about nine months since the first attempts at mining work were made by this company, but in nine months more astounding results may assuredly be looked for from this mine. It is located near Jack Fish Bay, and within about four miles of the main line of the Canadian Pacific Railway. It is reached from that line by a fine government built trail road, and can be visited without trouble even by the tourist.

The Empress Mining Co. have a gold field of 160 acres in area, and it is located very favorably for economical development. By the side of its gold vein croppings runs a stream, supplying an abundance of water for milling purposes, while from a lake a little less than 200 feet above, water is brought down by a pipe, thus saving all the expense of pumping machinery or operations. Thus a great saving in the cost of mining operations is supplied almost by nature.

Another feature of economy connected with the Empress mine is the absence of any necessity for shaft sinking or the employment of hoisting machinery. The mine can be worked by drifting on horizontal principles, and tunnels of that nature can be run in at any necessary depth. Already the company have one tunnel in a distance of 215 feet, and have struck a large body of free milling ore, in many of the pieces of which the free gold is plain to the naked eye. There can be no doubt but that this company have struck a valuable mine, which will be a source of great profit to the owners.

The Empress Gold Mining Co. has a capital stock of \$1,000,080, \$350,000 of which is still held as a treasury reserve. The first sale of stock was at ten cents on the dollar, fully paid up and non-assessable, but the company soon disposed of all on hand, and the stock is now listed on the Toronto and Montreal stock exchanges, and sells at over double the figure at which it was first issued.

Besides having drifting and other preliminary work done the company have a ten stamp mill and a first class compressing plant at the mine, and operations were carried on for nearly three months last fall, before closing down for the winter, with most satisfactory results. By the opening of March the mill will be at work once more, and as in tunnelling a much

richer class of ore than that milled last year has been reached, the public may expect to hear of astounding results. At present the company have no stock for sale, and have ample capital to go on with vigorous mining work.

There can be little doubt but that the Empress Gold Mine will prove a great source of profit, and ere long pay a liberal dividend upon its million dollar capital stock, and yet it is only one of a number of rich gold mines, that will be in operation in Western Canada, before the close of the present century.

To follow the progress of mining in Northwestern Ontario is too much of an undertaking for this issue. What has been done to develop this rich mineral country, and the results already reached in that respect can be learned from the article next following, taken from a report recently made to the Ontario Government and published by the Department of Crown Lands of that province. The report was prepared by Prof. A. P. Coleman, Ph. D., a well-known geologist.

## The Gold Fields of Western Ontario.

Following is Prof. Coleman's article on mining in Northwestern Ontario, referred to in the closing paragraph of the preceding article :

Attention is being specially directed at present to the main gold region of Ontario, which extends for more than two hundred and fifty miles from Moss township westward, and has been proved to be at least a hundred and thirty miles wide, between the little America mine just south of the international boundary in Minnesota and Lake Minnetakie, twenty miles south of the Canadian Pacific Railway. Here the number of locations, usually of forty acres each, taken up for gold mining purposes within the last four years runs into the hundreds. Many of these will, of course, not prove workable mines; but, on the other hand, new finds are constantly being made, sometimes in quite new localities, sometimes in regions supposed to have been well explored years ago.

In general the gold bearing veins occur in green chloritic and hornblende schist, probably of Huronian (Keewatin) age, and are of a bedded or lenticular kind, but sometimes they are found in masses of eruptive granite or gneiss which have pushed their way up through the Huronian schists. In the latter case the veins are commonly true fissures, and may be followed for considerable distances. In either case the contact of an eruptive rock with schist seems of importance, since the best veins are found within a mile or two of such a contact.

In addition to gold bearing veins, there

are deposits of other kinds which are worthy of attention, such as fahlbands, wide bands of schist heavily charged with sulphides, and showing a considerable amount of free gold; and dikes of felsite or quartz porphyry containing pyrites and gold; though up to the present none of these have been mined sufficiently to prove their value.

During the past summer all the gold deposits on which any important amount of work has been done were visited, except the Huronian mine in Moss township, and it is proposed to give a brief preliminary report on what was observed.

Our canoes were dropped in the water at Savanne, a station on the Canadian Pacific Railway, seventy miles west of Port Arthur, and traversed nearly seven hundred miles of lake, river and portage before ending the summer's travels at Rat Portage, On Lac des Mille Lacs and the waters of Partridge river no del-y was made, though gold was found years ago by the McKellars on Partridge lake.

On and near Reserve Island, in the river Seine, near the entry of Partridge river, several gold bearing veins have been discovered, and two or three of them are being opened up by Mr. H. B. Proudfoot, but at the time of our visit his shafts had not been sunk more than twenty feet, and it was impossible to judge of the real value of the locations.

On Sawbill lake, which opens into the Seine from the north some distance below Proudfoot's camp, and thirty-three miles southwest of Bonheur station, on the Canadian Pacific Railway, the now well-known Sawbill mine is situated. At our arrival, early in June, we found that a shaft had been sunk to a depth of 49 feet, and that the vein had increased in width from four feet on the surface to six at the bottom and showed very distinct walls. The vein can be traced for more than a quarter of a mile on the surface, and will no doubt afford a great quantity of ore. The quartz contains the usual sulphides, and free gold can frequently be seen. Mr. F. S. Wiley, the manager, states that the shaft has since been sunk below ninety feet, with no diminution in the width of vein nor in the gold contents of the quartz. It is worthy of special note that this promising mine is in what has been mapped by the Geological Survey as biotite granite gneiss of the Laurentian, so that gold occurs in satisfactory amounts in a rock hitherto looked upon as barren. Several other gold bearing veins of a somewhat similar kind have been located in the region since work began at the Sawbill mine, and there is reason to suppose that diligent prospecting will disclose a number of valuable deposits.

Still farther down the Seine, a little west of its expansion, Steep Rock lake, the Harold mine, owned by Messrs. Wiley and Gibbs, is situated. Here several veins, in general not very large, have been more or less opened up by shafts or drifts,



and a five-stamp mill worked intermittently has yielded a number of gold bricks. One small vein on the shore of Harold lake contains ore exceedingly rich in free gold, in leaf form. The country rock here is quite varied, granite of the greenish altered kind, often called protogine, piercing green and yellowish rocks of the Huronian.

From this point westward to Shoal lake, another expansion of the Seine river, no mining has been done, though a number of locations have been taken up, especially west of Calm lake.

Shoal lake may be looked on as the focal point of the Seine river and Rainy lake gold region, hundreds of locations having been taken up during the last three years within a radius of ten miles of this small lake, and a very considerable amount of work has been done on several of the properties.

Up to the present the most important mines have been found in an area of protogine granite about six miles in length from northeast to southeast, and about a mile in width, lying between Shoal and Bad Vermillion lakes. The whole granite area has been located and scores of veins have been found, varying greatly in gold contents, but generally true fissure veins, with well defined walls of slickensided talc or sericite schist.

The largest amount of development has been done on the Foley mine, now owned by the Ontario Gold Mines Co., the property comprising AL74, 75, 76. On one of their veins, the Bonanza, one shaft had been sunk to 210 feet, and another 1,200 feet away to a depth of 113 feet, and more than 300 feet of drifting had been done at various levels at the time of our visit, July 17. The vein proves very uniform in width, running from 2½ to about 4 feet and the ore, which contains a considerable amount of visible gold, is said to average \$20 in free milling gold and \$5 in concentrates per ton. By this time a well-equipped twenty-stamp mill is being erected, and before the new year should be producing gold. There is every reason to expect that this will prove a very profitable mine.

The Ferguson mine is situated northeast of the Foley mine, in the same area of granite, on locations AL110, 111 and K223. This property is owned by the Seine River Gold Mines Company of England, which is at present doing exploring work. There are several veins ranging from a foot to three feet or more in width and traceable for hundreds of feet. On the Daisy vein two shafts had been sunk to a depth of fifty feet, and sinking had been begun on the Government vein at the time of our visit, rich specimens coming from the latter ore body. On the Finn vein, one of the widest, a shaft had been sunk 70 feet. The work thus far done shows that the veins are not usually very wide, but that there is in the aggregate a large amount of fairly rich ore available.

The only other property in the region requiring special mention is the Lucky Coon or Hillier mine, 655P, where a shaft has been sunk to the depth of about fifty feet on one of the veins and a five-stamp mill erected. The quartz looks well, and the vein chiefly worked is about eight feet wide at the bottom of the shaft. Owing to disagreements among the owners the mill was run for only a short time. This mine has been taken hold of by Edinburgh capitalists, who propose to develop it this winter, with the intention of purchasing if the results are satisfactory.

Many locations have been taken up in the Keewatin schists east of Shoal lake, and also along Little Turtle river and lake, north of Bad Vermillion lake. These deposits are mainly bedded veins or fahlbands, and have been very little developed, though rich specimens of free gold come from them, and a plucky company of Norwegians have pounded out a few hundred dollars worth of gold with hand stamps from a vein on the Little Turtle.

On Rainy lake itself gold has been found at a number of points; but the only mines worked are two in Minnesota. Of these only the Little America mine on a small island near Rainy Lake City has produced much gold. From it several thousand dollars worth have been obtained, and after many vicissitudes it is now said to be worked at a profit. Minnesota, however, contains only a narrow fringe of the gold bearing Huronian rocks which cover so wide a surface to the north and northeast in Canada.

North of Rainy lake and south of the Canadian Pacific Railway, at Wabigoon, is a very promising region on the shores of Lake Manitou and smaller bodies of water near by. Ore deposits of varying kinds and of all degrees of richness occur here, and brilliant specimens are found, but nothing that can be dignified with the name of mining has yet been attempted. A two-stamp Tremaine mill has been at work for a time under the management of Mr. E. B. Haycock, of Ottawa, who reports an average of about \$25 per ton from small amounts of rock obtained from a number of veins on Lake Manitou, in the aggregate about eighteen tons. Difficulty of access from the want of a summer wagon road, by which to bring in supplies and machinery, has retarded development in this district.

Gold has been found at various points north of the railway, e. g. on Minnietakie and Sturgeon lakes, but the locations are yet only in the prospecting stage.

A canoe journey westward over seldom-visited waters took us from Manitou lake to Regina bay, a part of Whitefish bay, the long southeasterly projection of the octopus-armed Lake of the Woods. The Regina mining camp, with its trim buildings, comes as a pleasant surprise to the canoeeman, who, for five days, has seen no human being outside his own party. The Regina (Canada) Gold Mine Company (Limited), of London, England, is oper-

ating this mine, Lieut.-General H. C. Wilkinson being managing director. At the time of our visit a shaft had been sunk one hundred and sixty feet, and five hundred feet of drifting had been done on the vein, besides the sinking of small shafts for the testing of one or two other ore deposits. The vein on which most work has been done begins in a mass of protogine granite near the shore, and runs into a weathered diabase (trap) toward the south. There is a rich shoot of ore running down through the granite into the diabase. The gold is fine and difficult to save by the present concentrators. The mill is of ten stamps, and the number of men employed about fifty.

Many locations have been taken up near the Regina and farther northwest on Yellow Girl and other bays, but none have been worked seriously. Nearer Rat Portage, however, especially along the contact of Laurentian and Huronian, running northwest from Andrew bay to Black Sturgeon lake, a number of shafts have been sunk, generally to a depth of fifty feet, and at several points abandoned or active mining plants may be seen. At the time of our visit only two mines were producing gold, the Golden Gate, whose ore was being crushed at the mill of the adjoining Gold Hill mine, and the Triumph, which was having its ore tested with a two-stamp Tremaine mill.

There are a number of other promising properties, including some wide fahlbands, north of the Canadian Pacific Railway, such as the Scramble mine, and two or three others said to have been found by the aid of a divining rod imported from Sweden. However found, these sulphide bearing bands of schist readily yield gold in the pan, and probably some of them will turn out valuable mines.

The most justly famous mine in our whole western gold field is undoubtedly the Sultana, on an island seven miles southeast of Rat Portage, owned by Mr. John F. Caldwell, of Winnipeg. After years of hard struggle against adverse circumstances, this plucky and energetic mine owner is reaping a solid reward in the shape of a great body of rich quartz in places forty feet wide, and already followed more than three hundred feet in depth. Nearly a thousand feet of drifting have been done, and there is ore enough in sight to keep a well-equipped ten-stamp mill, or one double its size, running for years. The ore bodies appear to be lenticular, the lower one of immense size, and are enclosed in the sheared and schistose edge of an area of coarse porphyritic granitoid gneiss, mapped by the Geological Survey as Laurentian, but adjoining green Huronian rocks. The ore is somewhat quartzitic looking, contains one or two per cent. of iron pyrites, and is free milling to the extent of 75 or 80 per cent. A recently finished chlorination plant extracts the gold carried by the sulphides very satisfactorily. Gold mining at the Sultana has been reduced to a thoroughly

business-like basis, the mill running with scarcely a halt and the weekly brick being turned out with perfect regularity. If this splendid mine had been in the hands of a stock company much would have been heard of its dividend-paying powers; but its owner is too modest to boast of its success.

Perhaps the most interesting mining development of the year is to be found on a western Shoal lake, thirty-five miles from Rat Portage, and about ten miles east of the boundary of Manitoba. The Mikado mine, found by an Indian a year ago, has been purchased for \$25,000 by a London company, under the chairmanship of Col. W. T. Engledue, and has been worked sufficiently to show that the ore is very rich, though not enough sinking has been done to prove the extent of the deposit. The quartz contains a variety of sulphides, including sulphide of bismuth new to the Lake of the Woods region, and a considerable part of the gold is carried by these refractory minerals; but probably two-thirds of the gold contents are free milling, the gold occurring as thin plates rather than nuggets. The ore treated is the richest found in large quantities in Ontario, and the ore now on the dump, after only a few months' work by a small force, contains values sufficient to pay for the mine and a simple equipment.

Several other finds of very rich ore have and next summer will probably see the development of an important mining camp in that district.

At a number of other points on the Lake of the Woods and its bays promising finds of gold have been made, e. g. at Camp bay to the southeast, but none of make sure of their value.

Looking at our gold mining region as a whole, one is struck by the wide extent of them have been worked sufficiently to show which gold has been found, the variety of deposits that occur, the ease with which they may be reached, the free milling character of most of the ores, all points in its favor as compared with most gold regions.

No part of the region is more than forty miles from a railway or steamboat, and most of the mines are within a few miles of the rails or of navigable waters. In winter a road sufficient to take in heavy machinery may be made without difficulty to any point in the region, and the Ontario Government has shown itself liberal in granting assistance to such roads.

All parts are readily reached by canoes in summer. Plenty of water of good quality is found everywhere, and wood for fuel, building or mine timbering almost everywhere. The region is not an inaccessible desert, nor covered with malarious swamps, nor cut off from civilization by precipitous mountains. Supplies of all sorts are cheap; efficient labor can be obtained on easy terms, the labor of white men, not of negroes or Indians; and life

and property are as safe as anywhere on the globe.

The laws relating to mining and mining locations are simple, and generally admitted to be fair and favorable to the prospector and mine owner. All locations are bounded by east and west and north and south lines, reducing boundary disputes and the customary litigation of mining companies to a minimum.

In conclusion, the impressions formed during the summer's work may be summed up in the statement that the prospects are better than ever before. One mine has already proved to be a splendidly paying property, and several others are apparently on the point of becoming so. The number of properties on which promising finds of gold have been made has greatly increased, and the area of known gold-bearing rock has been considerably widened. Many of the properties located will no doubt prove of little value, as is the case in every mining region of the world; others will not turn out to be extensive enough to justify an independent mill, though they may be worked at a profit when within reach of a custom's mill; but it may be looked on as certain that a considerable number of locations taken up will eventually prove to be paying mines.

For the year ending 31st October, 1893, the gold product of Ontario mines was returned as \$32,960; for 1894, as \$32,776, and for 1895, as \$50,281. Returns received from owners of six mines for the period commencing 1st November, 1895, and ending 20th September, 1896, show that the quantity of ore milled was 9,612 short tons, which yielded free gold of the value of \$118,463, besides 351 tons of concentrates estimated at \$13,337, and a quantity of tailings to be treated by the cyanide process, estimated at \$10,800. The total value of ore treated is therefore \$142,605, or an average of \$14.83 per ton, whereof \$12.30 or 83 per cent. of the whole is free milling.

## Business Men's Convention.

One of the most important events in connection with the business interests of this western country was the holding of the Business Men's Convention, which convened at Winnipeg on February 4th, and continued during the following day. The convention was originated by the Winnipeg Board of Trade, which took up the matter and invited correspondence from business men all over the country. The replies were so favorable that the board decided upon calling the convention. The session was attended by business men from all parts of Manitoba and the Territories. Many important questions were discussed at the convention and resolutions bearing upon these subjects were passed. These resolutions will be printed in pamphlet form by the Winnipeg

Board, and a copy will be forwarded to all members of parliament and provincial legislators. Copies will also be sent to business men throughout the west. No doubt great good would be accomplished if the convention were made an annual affair. Though called by the Winnipeg Board of Trade, the proceedings of the convention were left entirely in the hands of those who attended, and the board, as a board, abstained from any attempt to manipulate or control the convention. Following is a condensed report of the proceedings of the convention, with the resolutions as adopted in full:

The convention met on Tuesday evening in the council chamber of the city hall. D. W. Bole, president of the Winnipeg Board of Trade, called the convention to order. He related the steps taken to call the convention, and asked that those present proceed to organize and relieve the committee of the board of further duties in the matter.

Following Mr. Bole, Mayor McCreary welcomed the delegates to the city in an interesting address.

R. L. Richardson and Jas. E. Steen, and Mr. Murray, of Brandon, gave short addresses.

The following committee on organization was appointed: Messrs. Denison, Acheson, R. T. Riley, Fraser, R. M. Graham, King, Lewis, Mickle, McIntosh, A. Strang, with Mr. Riley as convenor.

At the request of the meeting, the secretary read the list of subjects which had been proposed for discussion, and which has been published.

The organization committee retired to the Mayor's office, and while the committee planned the organization of the convention, a number of short addresses were made by Messrs. C. N. Bell, R. J. Whitla, Francis Graham and G. Peacock.

The organization committee then reported, recommending that the officers consist of one chairman, two vice-chairmen, one secretary and an assistant secretary; that a committee on resolutions be appointed, to consist of eight members, who shall have a meeting previously to each session of the convention, to which shall be submitted all resolutions which shall decide as to their order, and whose decision shall stand absolute unless overruled by a majority vote; that the meetings of the convention shall be called to order at 10 a. m., adjourn at 12:30; assemble at 2 p. m., adjourn at 6; assemble at 8, and adjourn at 11; that, before the final adjournment of the convention, a committee of not less than seven shall be appointed, whose special duty it shall be to see that all recommendations and resolutions of the convention are brought to the notice of the proper authorities; that the following be the permanent officers of the convention:

J. G. King, Port Arthur, chairman; H. S. Paterson, Portage la Prairie, first vice-

president; E. O. Denison, Minnedosa, second vice-president; C. N. Bell, Winnipeg, secretary, who shall be asked to nominate an assistant secretary.

Committee on Resolutions—Alex. Acheson, Rosenfeld; J. F. Boyd, Minnedosa; D. McIntosh, Dauphin; J. W. Whitman, Emerson; F. W. Adams, Brandon; Geo. H. Healey, Virden; D. A. McDonald, Regina; Jas. E. Steen, Winnipeg.

The report was adopted.

The president-elect, on taking the chair, referred to the fact that he did not belong to this province, and added that it was a great misfortune Manitoba did not extend down to the head of the lakes, as all the interests and desires of the people there were with this western country, of which they were really a portion. He hoped that out of this meeting would come a business association, a western board of trade, or something of the kind, in which business men might meet and discuss business principles. He accepted the presidency of the convention as a great honor.

The resolutions in the hands of the secretary were referred to the committee on resolutions, and the convention adjourned until ten o'clock on Friday morning.

While the organization committee was at work, the following resolution was adopted:

Moved by W. G. McLaren, seconded by J. W. Whitman, and resolved, "Whereas, it would be of great advantage to the business men of Western Canada if some means existed that would enable those in one town or village to meet together for the consideration of matters of common interest and to communicate with those in other towns and villages; and whereas, boards of trade may be incorporated only in places having a population of 2,500, making it impossible to establish such boards in small places; and whereas, this convention considers that some form of trade councils, with a simple form of constitution and by-laws, might be inaugurated and made workable; Be it resolved, that this convention appoint a committee (to be named by the chairman) to draft such form of constitution and by-laws as may be deemed necessary; and, further, that members of this convention agree to take steps to give a fair trial to the attempt to establish such trade councils in the towns and villages where they reside."

The convention resumed on Friday-morning, Mr King in the chair.

The committee on resolutions reported having sanctioned the submission to the convention of resolutions on the following subjects: A uniform rate of two cent postage, appointment for Northern Europe of commercial agents who would assist immigration; the needs of manufactures; Crow's Nest Pass railway; handling of dairy goods; fire insurance rates; early closing of stores in rural districts; the credit system and laws relating thereto; the grain standards, and who shall

make them; immigration and express and local freight rates.

The first resolution taken up was that in regard to the two cent letter rate for Canada. The resolution submitted was in the form of a memorial, and read as follows:

To His Excellency, the Right Honorable the Earl of Aberdeen, etc., etc., Governor-General of the Dominion of Canada, in Council.

The petition of the Business Men's Convention humbly sheweth,

That this convention is of the opinion that a revision of the postal rates and classification of mail matter should be made that would provide for a uniform rate of two cents per ounce on letters for carriage with in Canada, and from Canada to Newfoundland and the United States.

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

And your petitioners, as in duty bound, will ever pray. Signed on behalf of the Business Men's Convention.

J. E. Steen spoke strongly in favor of the memorial, and gave striking instances of the injustice to Canadians of a three-cent letter rate in Canada and a two-cent letter rate on the other side of the line. He moved the adoption of the memorial.

Mr. Long, of Gretna, a boundary town, was able to give more instances of a similar nature. He seconded the resolution.

The memorial was adopted unanimously.

The next resolution taken up was that in regard to the appointment of consular agents in Northern Europe. It was moved by Mr. Steer and was seconded by Mr. F. H. Mathewson, ex-president of the Winnipeg Board of Trade. The resolution was as follows:

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

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

And whereas, Canada, as a colony of Great Britain, not having the right of appointing consular or other agents having direct diplomatic relations with foreign

countries, and being only one of the many colonies of the empire not in a position to expect British consuls to do for the Dominion the work which United States consuls and vice-consuls do for their own country in the interests of immigration; therefore Canada works under great disadvantages, and has heretofore been powerless to secure anything like a fair share of the valuable class of settlers, who have flocked from the countries of Northern Europe to the new world.

Therefore be it resolved, after careful consideration of this anomalous and disadvantageous situation in which Canada is placed, this convention would strongly urge the appointing by the Dominion Government of a regular staff of commercial agents-general, one to each of the countries referred to, who could each have numerous deputies in leading points of each country, and that one leading duty of such agents and their deputies should be to furnish to applicants in search of a home in the new world, the fullest information regarding the resources of our Dominion and its advantages as a new land to settle in, always, it is scarcely necessary to say, confining their efforts in this work strictly within the limits of the laws of the country in which they may reside.

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

Thomas Gilroy, who was one of the framers of the resolution, spoke very earnestly in its favor. The resolution was carried unanimously.

At this stage a resolution was introduced to curtail the discussions, that the mover and seconder be allowed fifteen minutes for speeches and all others be limited to five minutes. This motion was adopted.

Next was taken up the following resolution in regard to the Crow's Nest Pass railway. It was a resolution prepared and submitted by the Lethbridge Board of Trade:

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

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

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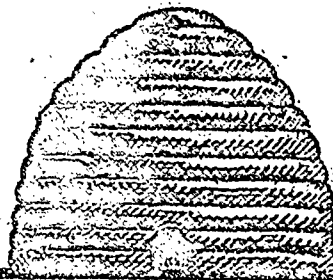
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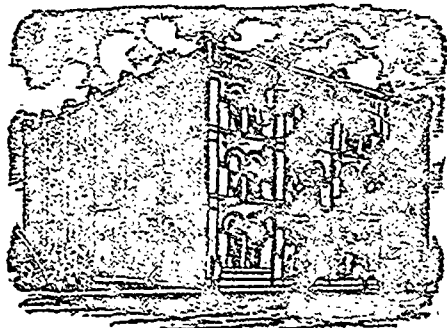
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wealth on the Canadian side of the International boundary ;

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

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

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

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

D. S. Johnson, of Winnipeg, moved the resolution, and it was seconded by J. A. Merrick, of Virden, and carried unanimously.

The next resolution related to the importance of manufactories in the west. It was moved by J. E. Steen, of Winnipeg; and seconded by D. A. McDonald, of Regina, and was as follows :

"Resolved, that while there are great drawbacks to investing in manufacturing undertakings in the Canadian Northwest, largely due to the cost of living, and the lack of a large and ever ready market, there are nevertheless numerous fields in which successful manufacturing projects could be launched. These are to be found most easily in connection with products, the raw material which is produced here and shipped at heavy cost in a raw state,

to be manufactured in the east, and returned to our markets ready for the consumer, and in not a few instances where raw material is allowed to go to waste or destroyed instead of being utilized for manufacturing purposes. That it should be borne in mind that the drawback of lack of population for a liberal market is yearly growing less formidable, as is evident by the number of industries which have sprung up within the past few years, and are now flourishing. The wonderful increase within a dozen years in flour milling, by which at least one-fifth of our wheat crop is annually ground into flour, is one very strong proof of the field for manufactures from raw material produced here. Taking these circumstances into consideration ;

"Be it resolved, that this convention desires to impress upon all good citizens of this country, that every encouragement should be given to the establishment in our midst of manufacturing industries, to supply local demands, where that only is possible, and to export where that is possible ; and especially should attention be given to building up industries which would utilize the immense amount of raw material now allowed to go to waste in this country."

D. J. Dyson (Winnipeg), spoke vigorously in favor of the motion, and Chairman King endorsed it. The resolution was unanimously adopted.

Secretary Bell then submitted the following resolution: "That the present rates of fire insurance on town and village property, where there is no fire protection, are unfairly apportioned, and that the Manitoba Board of Underwriters should be petitioned to appoint an inspector who will rate every risk according to its construction, occupation and exposure."

This resolution was moved by C. Shilson (Snowflake) and seconded by M. Long (Gretna). R. T. Riley, Winnipeg; R. S. Thompson, Glenboro; Wm. Dickson, Alexander; Mr. Murray, Brandon; J. H. Brock, Winnipeg; T. B. Mickle, Carberry; J. A. Merrick, Virden; J. A. Teissman, Winnipeg; T. Gilroy, Winnipeg, and other gentlemen discussed the resolution. Mr. Brock, a member of the Board of Underwriters, assured the convention that their resolution would receive the greatest respect and most careful consideration. The resolution was adopted.

The convention adjourned until the afternoon.

The chairman called the meeting to order at 2:30 o'clock.

A resolution on deep waterways, and one on the construction of the Hudson's Bay railway were received and referred to the committee on resolutions.

The chairman nominated as a committee to draft a constitution and by-laws for boards of trade or trades committees for smaller towns in different portions of the

province, D. W. Bole, F. H. Mathewson, and C. N. Bell, of Winnipeg.

The following motion re early closing of stores in rural districts was moved by A. Strank, seconded by Mr Williams :

"Whereas, it is the custom of the business people of many towns and villages to continue their establishments open to a very late hour of the night ; and whereas, such does not in any manner increase the amount of business to be done, does not give time for reasonable recreation, and is detrimental to health and spirits alike of proprietors and employees ; therefore be it resolved that in the opinion of this convention it is desirable that merchants in every business community should have an understanding to close their places of business at a reasonable hour in the evening, say 6 o'clock, and that an understanding having been come to among the merchants of any given community that they should then communicate with neighboring towns and villages to endeavor to have a similar arrangement made, with a view of its universal adoption."

J. W. Whitman, Emerson ; Mr. Graham, Melita ; G. H. Healey, Virden, and others stated the experience in their several towns, and favored the hour of 6 o'clock, instead of 7, in summer and 8 in winter, as suggested in the resolution, in the form in which it was moved. The change was made, and the resolution passed unanimously.

R. M. Graham, of Melita, moved, seconded by J. J. Storey, of Wawanesa, a resolution in reference to the making and handling of butter.

Mr. Whitman pointed out the difficulties of merchants in the butter trade. There was no market for the old fashioned roll butter ; and it was not found profitable to buy at 15 cents and sell at 13 down to four cents. He suggested that it would be well to have an understanding that the roll butter would not be taken, but that it must be worked up into one or two pound prints.

J. J. Storey stated that many of the farmers have not a fit place to make butter in. He suggested that it would be well for the government to give something to people to build milk-houses.

J. A. Merrick, of Virden, spoke in favor of using fibre butter tubs. At Virden an inspector had been appointed and paid so much a pound for inspecting. Grades 1, 2, 3 and rejected had been fixed, with a difference of two cents a pound. The first year a great deal had been rejected ; but the second year the quality was improved.

D. W. Buchanan, of Winnipeg, spoke in favor of establishing creameries wherever possible, and encouraging the farmers to support them where established. Good progress had been made in establishing creameries, but owing to our sparse population, there were districts where creameries cannot be carried on successfully, and con-



sequently dairy butter will be made to a considerable extent for some time. Therefore, we should endeavor to encourage the farmers to make good dairy butter. He pointed out the revolution which had taken place in the butter trade since the introduction of the creamery system. People had been educated to using a fine quality of butter, and now it was almost impossible to dispose of dairy butter in competition with creamery. It was therefore absolutely necessary that dairy butter should be marketed while it is fresh and sweet, if it is to have any sale at all in competition with creamery.

T. B. Baker found that the use of separators would do much to overcome the difficulty. He approved of the recommendations that butter never be re-packed in the same tubs, and that care should be taken in making. In answer to Chairman King as to the superior quality of imported Liverpool dairy salt, he said that Canadian salt was quite capable of filling the bill.

A. Whitelaw, Brandon, regarded the creamery system as the only perfect system. His experience was that farmers would not bring in butter until three or four months after it was made. He had been in the butter business fourteen years in this country, and two or three years in the east. He held that spruce packages were as good as fibre packages. Efforts should be made to keep the creamery business in operation the year round. A difficulty now was that as soon as the retail price of butter goes up a little they cease to supply milk.

S. Barre emphasized the importance of discouraging the manufacture of dairy butter, and encouraging its manufacture in creameries.

E. O. Denison, of Minnedosa, suggested that merchants agree to stop buying dairy butter where creameries exist.

The motion was then carried in the following form, the mover and seconder accepting some amendments proposed by Mr. Whitelaw, of Brandon.

"Resolved, That owing to the changed condition in the dairy trade, owing to the introduction of the factory system, and to other causes, it is more necessary than ever that dairy grades of butter should be marketed promptly, while it is fresh and sweet, in order to enable it to compete at all with the factory butter. Where butter factories have been established it is urged that the merchants and farmers should encourage the support in every way possible of factories in their respective districts in preference to home-made dairy butter, as the demand for dairy grades of butter is limited, and in many cases cannot be exported to advantage in competition with factory-made goods. Merchants who handle butter are further advised to urge their patrons to use a good quality of dairy salt in making butter, and to use uniform packages of desirable size and style."

James E. Steen moved, seconded by Mr. Barre, the following resolution in reference to cold storage:

"Whereas, the matter of providing cold storage and refrigerator transportation to cover the wants of the trade in perishable goods, not only of Western Canada, but of the Dominion at large, has now advanced to huge proportions; and whereas, private efforts to supply the cold storage wants of different localities utterly fails to grasp the difficulty as a whole, and tends to build up rivalry, and cannot with economy be made to act in cohesion for the benefit of business generally. Therefore, this convention recognizes the fact that an economical system of public cold storage, linked with an efficient refrigerator system of transportation, is necessary for Canada as a whole, and any delay in providing such tends to hamper the growth of the production of perishable products of the Dominion. Furthermore, the convention recognizes the fact that such a system can be best provided by the great trunk lines of railway, which should handle the receipt and delivery of perishable goods from cold storage as they handle the receipt and delivery of other goods carried by them, and that these railway companies should provide such cold storage warehouses at central points, and control their management, and an efficient refrigerator system of transportation in connection therewith; also, that this project of a system of public cold storage for the whole Dominion, extending from the Atlantic to the Pacific is one which should receive liberal encouragement and aid from the Dominion government, and that said government should also take steps to have a thorough system of refrigerator storage in connection with any new fast line of transatlantic packets in receipts of government aid."

The mover argued in favor of a system of cold storage at different points extending from the Atlantic to the Pacific, along the lines of railway; one at Vancouver, one at Calgary, for dressed meats, etc.; others at Winnipeg, Toronto, Montreal and St. John's, or whatever is the winter port. The system would be operated much the same as a cartage company, a small charge being made for receipt and delivery. A cent a pound would cover the price for the whole season. The system could be extended, as required, to other points. The railway companies should be made responsible. A five-times better refrigerator car service would result. The Dominion Government should give aid, as the project would benefit all Canada. He estimated that the saving in one year would be more than the whole cost of the system; that \$5,000,000 would be added every year to the value of the perishable products of the country. A fast freight service across the Atlantic was required along with the fast mail service.

Mr. Barre had much pleasure in seconding the motion. He spoke emphasizing

the mover, and urging that the government should take the matter in hand.

R. M. Graham agreed that such a system would effect a great saving. He understood that it was the policy of the present government to establish such a system.

Mr. Whitelaw favored taking hold of the matter as a matter of private enterprise; he did not think that the cost would be very great.

Mr. Whitman supported the motion as a grand one and on the right lines.

R. L. Richardson, M. P., said the resolution was very opportune, because it was the intention of the government to establish a system of cold storage in order to assist the farmers.

Stephen Nairn, Winnipeg, agreed that a fast freight service for dairy products should be coupled with the establishment of a fast mail service.

The motion was then carried unanimously.

The following motion was then moved by E. Shilson, of Snowflake, seconded by Wm. Cousers, of Medicine Hat, supported by Messrs. R. Rolston, of Killarney; Wm. Trant, of Regina, and R. L. Richardson, M. P., and unanimously passed:

"Resolved, that any legislation, whether in the form of exemption laws or otherwise, which places the debtor possessed of means beyond the power of the creditor to collect just debts from him, is a deliberate abuse of the powers placed in the hands of legislators, and places a premium upon dishonesty; and furthermore, even the economic advantages alleged to be gained by exemption legislation cannot possibly be attained by any law or laws which enable a man to evade payment for the food, clothing and other necessary household supplies of his home. Therefore, this convention appeals to the legislature of Manitoba and the Northwest Assembly to amend the exemption provisions of such laws so as to give powers of seizure within the limits now exempt to creditors who have supplied such household goods.

The following resolution was moved by E. O. Denison, of Minnedosa, seconded by R. J. Noble, of Oxbow, and passed without discussion.

"That whereas, the manner of auditing municipality and district account books, prevalent throughout Manitoba, is generally unreliable, incomplete and imperfect, failing to furnish the public or the business and banking concerns with that guarantee as to the correct state of such accounts, or the true financial standing of such municipalities and school districts, which is so desirable and useful in the premises; be it therefore resolved, that a recommendation be made to the provincial government and Northwest assembly that legislation be enacted, providing for the granting of certificates of proficiency to properly qualified and skilled accountants in the various parts of the province, either through the Chartered Accountants' Assoc-



ciation or otherwise, and making it compulsory upon municipal councils, Reeves and school boards to employ only such accountant or auditors for the purpose of making the prescribed yearly audits of their various books, vouchers and statements, with all such other provisions as may be found necessary to the end that a thorough, complete and reliable audit may be made, and published once a year, regarding the transactions and financial standing of all our municipalities and school districts.

On motion of S. Nairn, Winnipeg, seconded by R. McGurl, of Moosomin, it was unanimously resolved:

"That, in view of the complications and differences of opinion prevailing in regard to the making of grain standards, some more simple and stable method should be adopted; that grain standards should, as early as possible, be made similar in quantity to those with which our Manitoba and Northwest wheat comes in competition; that, owing to the continual changing of standard samples under the present method, and the impossibility of European importers having any knowledge of what they are to expect from this country until a large portion of our crop has been marketed, legislation should be asked of the Dominion government looking to the establishment of a permanent standard, under the act, which alone should govern inspectors in their work, thus doing away with the present cumbersome and unsatisfactory method of making yearly standards by a standards board."

An interesting discussion of this subject preceded the vote. Messrs. Nairn, Johnston, Richardson, Steen, G. H. Healey, Chairman King, R. Rolston, B. McGurl, R. M. Graham, and T. B. Baker taking part.

It was moved by A. Strang, and seconded by Mr. Steen, that this convention, composed of business men of Manitoba and the Territories, learn with satisfaction that the Dominion government is now taking steps toward the construction of a canal at the St. Andrew's rapids, recognizing as they do that the construction of this work would form one of the most important links in the development of our great western waterways. This convention would urge the early completion of this important work, and would further urge upon the Dominion government that during the coming summer survey work, of a preliminary nature be done, to determine the following: First, the feasibility and approximate cost of securing an unbroken water route from upper North Saskatchewan river points to Winnipeg and other Manitoba points, via Lake Winnipeg route; and also by the alternate route via Lakes Manitoba and Winnipegosis and the connecting rivers. Secondly, the feasibility of securing a water route from the Red River to the Lake of the Woods, and hence easterly to Lake Superior. Thirdly, the feasibility of opening a water route

from Lake Winnipeg to Hudson's Bay. This convention would further urge upon the Dominion government the advisability of considering the usefulness of the navigable waterways of the Peace-Mackenzie River basin, in improving communication in that great region. The business men of Manitoba and the Territories assembled at this convention would further desire to place themselves on record as opposed to the granting of control over any of our waterways to private individuals or corporations.

It was moved by A. Strang, seconded by R. Rolston, Killarney, and resolved, That this convention desires to impress upon the Dominion government the extreme desirability of having a railroad built to connect the province of Manitoba and the Northwest Territories with the Hudson's Bay, and that substantial aid should be given to any bona fide company undertaking the construction of such a railroad.

The convention then adjourned, and met again in the evening.

The first resolution of the evening was moved by Mr. Trant, of Regina, seconded by Capt. D. McIntosh. It was as follows:

Whereas, a large volume of business is done under the credit system, and it is desirable that the seller should be protected against the dishonest purchaser;

Resolved, First. That the existing law should be modified, so that the cost of collecting small debts be reduced.

Second. That the amount exempt from garnishee order should be reduced to \$10, and that the assignment of unearned salaries be made illegal.

Third. That so far as the collection of debts is concerned, government employers should be placed on the same footing as other citizens.

Mr. Trant complained that the collection of small debts is expensive, dilatory and uncertain, whereas the action of the law should be cheap, rapid and certain. He proposed, as a remedy for existing evils, that a debtor having against him a judgment and costs of less than \$100, and not having the means to pay, be permitted to pay in instalments of \$10 a month. He explained the working of the plan in the old country. He suggested the establishment of a small costs court for the cheap disposal of small debts.

The president gave some of his experience, as an employer of labor, of the hardships resulting from the garnishee law. He found that credit was granted too freely by merchants to extravagant families of men, known to be getting good salaries.

Mr. Steen proposed that only a certain portion of a man's salary be made subject to garnishee, leaving a married man a certain amount for the support of his family, and a single man a certain proportion for board.

The motion was unanimously passed.

The following was passed without discussion, on motion of Mr. Steen, second-

ed by Mr. Strang: That in the interest of the extension of trade between Manitoba and the Territories on the one hand, and British Columbia on the other, this convention would view with favor any efforts in the direction of reducing freight rates and improving communication between the prairie districts and British Columbia.

T. J. Agnew, of Prince Albert, moved, seconded by J. R. McPhail: That in the opinion of this convention substantial aid should be given by the Dominion government to the Manitoba & Northwestern railway to enable the company to extend its line to the town of Prince Albert, as the charter requires, and that on condition of giving such aid, the company should be compelled to prosecute the work and carry it to completion within eighteen months, and give guarantees to the government of fair freight and passenger rates. And it is the opinion of this convention that the road would open up a most fertile district, and would prove, as soon as opened for traffic, a most profitable route, as nearly one-half of the route to be travelled, from Yorkton to Prince Albert, is already thickly settled; and also that it should be maintained, as now, an independent road.

The mover and seconder and H. S. Paterson, of Portage la Prairie, and R. S. McPhail, of Prince Albert spoke in support of this motion, and it was passed without opposition.

R. J. Noble moved, that this convention desires to impress upon the Canadian Pacific Railway managers the necessity for the extension of the Pipestone branch of their road into the Moose Mountain district, seeing there is a well settled country there, containing hundreds of settlers, who have been located there from twelve to fifteen years, who have still to haul their marketable products from twenty to seventy miles to the nearest railway point.

The motion was seconded by John McGurl, of Moosomin, spoken to by the mover, and passed without further discussion.

J. H. Ashdown moved that, Whereas the express charges on goods from point to point over the western division of the Canadian Pacific railway are based upon an advance over rates charged by the same company in the eastern provinces of from 33 1-3 to 125 per cent and over; and whereas, such excessive rates are very detrimental to the interests of the business community of this country, and whereas, the reducing of the express charges on the western division would result in a very material increase of business done, Therefore, be it resolved, that the Dominion Express company be memorialized and requested to reduce the rates on the western division to a point a little, if any, in excess of those charged in the eastern provinces.

In speaking to the motion, Mr. Ashdown made a comparison of eastern with western express charges, showing that the

latter are greater for smaller distances by 33 1-3, 50, 66 2-3, and even 100 per cent. The rates, he said, were such that comparatively little stuff was carried by express. A reduction, he held, would increase the traffic.

J. Agnew seconded the motion. Mr. Thorburn, of Broadview, supported it, and it was adopted without further discussion.

A motion was introduced by J. H. Ashdown, and after discussion was amended and adopted in the following form: Whereas, it is advisable that trade between the different points within the province of Manitoba and the Territories to the west of us should increase to the greatest possible degree, and whereas, the rates charged on the various lines of communication have much to do with the increase or otherwise of the said traffic, and whereas, the rates of freight charged on the Canadian Pacific railway from point to point within Manitoba and the Northwest Territories are very greatly in excess of the rates charged for similar service in the eastern province on that road. Therefore be it resolved, that the Dominion government be memorialized and asked that in any arrangement with the Canadian Pacific Railway company looking to the construction of the Crow's Nest Pass railway, the purchasing of lands or other dealings that the matters of rates of freight on the western division be taken into consideration, and such arrangement made as will bring them down to but little, if any, over the rates prevailing in the eastern provinces.

Mr. Ashdown claimed that the progress of the country had been retarded by the railroad freight rates. The C. P. R. was built for the country; a large amount of land was given to the company, and held for an increase in value. There was no reason why the rates through the wheat lands should be so much in excess of those in the east. The traffic, he held, would have been double what it is if there had been a more liberal policy in regard to land and freight rates. There should be lower rates of freight on produce going out. If the policy outlined by Mr. Van Horne had been carried out, and grain had been carried at a little over cost, fuel at cost, and building material at a little over cost, instead of the adoption of a policy of taking as much as the traffic would bear, great advantage would have resulted to the country.

In the discussion that followed those taking part were: Messrs. Geo. Pocock, Emerson; McPhail, Johnston, H. S. Patterson, J. H. Brock, A. Macdonald, Wm. Trant, Mr. King, R. A. Williams, and G. F. Carruthers, after which the motion was carried.

R. T. Riley moved, That the assessment of stocks of merchandise for municipal taxation, as at present, should be abolished—a system of taxation based on rental value or income being considered fairer.

The mover pronounced the present system of assessment of stocks a farce as now carried out; and he said that if carried out it would be found so unjust that there would be a general outcry against it. He gave examples of inequalities: In one case stock and fixtures, worth \$11,000, had been assessed at \$3,600; three stocks, worth respectively \$30,000, \$120,000 and \$66,000, had been assessed in one year at \$20,000 each. A stock of \$8,000 \$12,000 had been assessed at \$2,000 only. This system of taxation was wrong. The merchandise in one's possession does not represent his ability to pay taxes. He favored a system of rental, or income tax.

G. F. Carruthers seconded the motion, and spoke briefly in support of it, and explained the system of business tax that had been introduced in Winnipeg.

The resolution was unanimously passed.

Thos. Gilroy moved the following, speaking to it at some length; A. Strang seconded it. Wm. Trant, G. Pocock, Chairman King, J. H. Ashdown, and others, speaking to the motion. It was unanimously adopted.

Whereas, it is now universally admitted that the hope and future welfare of the Dominion very largely depend upon the development of Western Canada; and whereas, in that portion of the country especially lying to the west of Fort William, there are immense areas of undoubtedly rich and productive lands; and great resources in mineral, timber, fishing, and other interests, sufficient to furnish employment and comfortable homes for many millions more of industrious people, the successful and rapid settlement of whom would add greatly to the material interests of all classes and every section of our Dominion; and whereas; the duty of promoting such settlements rests mainly in the first instance on our various governments, acting as trustees of the people, and using their money for the good of the whole; therefore, be it hereby resolved that this convention desires unanimously to urge most strongly on the immediate attention to the federal and provincial, as well as the various municipal, authorities, the need of increased suitable immigration as one of vital and far-reaching importance; and, as a means to further the requirements of the country in this behalf, would beg leave respectfully to make the following recommendations, namely: 1. That far more effort be used than has yet been made. 2. That much larger appropriations be set aside for immigration in accordance with its importance as necessary and profitable public expenditure. 3. That united effort be used, and strictly business-like methods, free from party influence. 4. That wise selection be exercised, and thoughtful attention be given to the needs and facilities of incoming home-seekers in order as far as possible to encourage and help them to attain the comfort and ultimate success so readily

within the reach of men of the right kind. This convention is also deeply impressed with the great value and need of individual exertion, and would plead the members thereof, and urge on each and every one of the community to try and do something to help along the common good, and secure rapid and substantial progress which the advantages and attractions of Canada should unquestionably command.

On motion of Mr. Paterson, seconded by Mr. Denison, it was referred to the Winnipeg Board of Trade to appoint a committee to carry into effect the resolutions of the convention and forward them to their proper destinations.

Mr. Ashdown said that he had fallen in heartily with the idea of a convention, and he hoped that it would be only the beginning of the meeting of this sort. If other questions of importance to the country were considered they would perhaps be able to accomplish twelve months hence more than they had now done. He was glad to see so many of the friends from the country present, and hoped they had had a pleasant time.

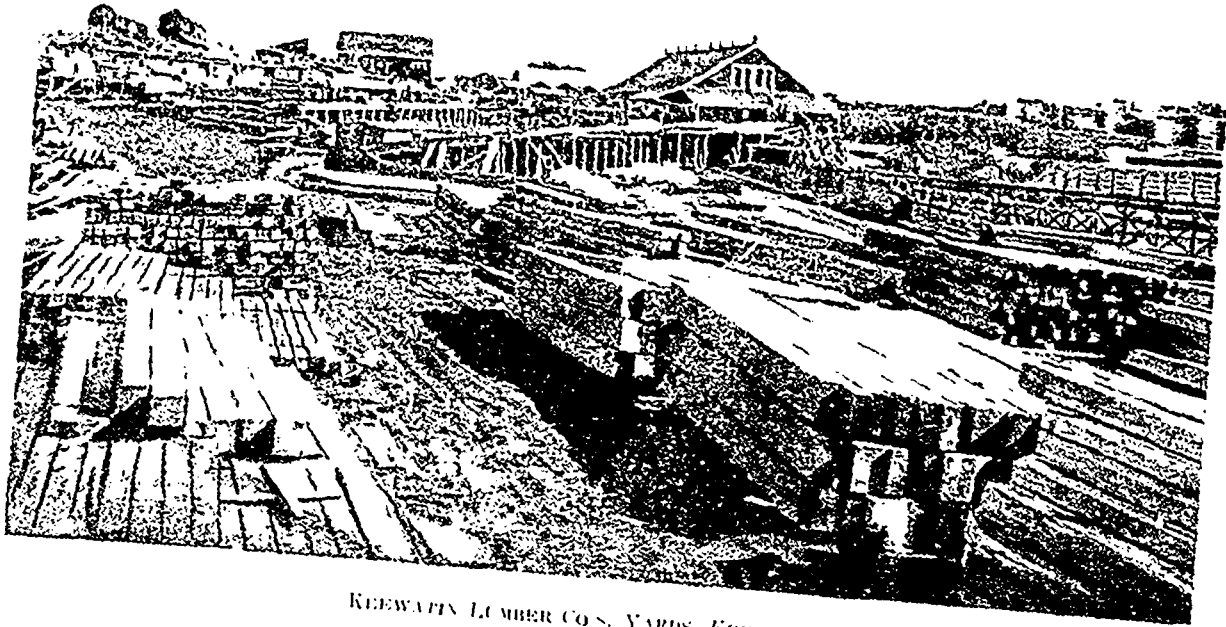
On motion of Thos. Gilroy, seconded by D. W. Bole, a vote of thanks was tendered to Mr. King, president, and Messrs. Paterson and Denison, vice-presidents, C. N. Bell, secretary, was also thanked for his services.

On motion of Messrs. Bole and Paterson, thanks were voted to the mayor and city council of Winnipeg for their kindness; on motion of Messrs. McGill and Noble, to the Winnipeg board of trade; and on motion of Messrs. Ashdown and Gilroy, to the railroad companies for reduced rates.

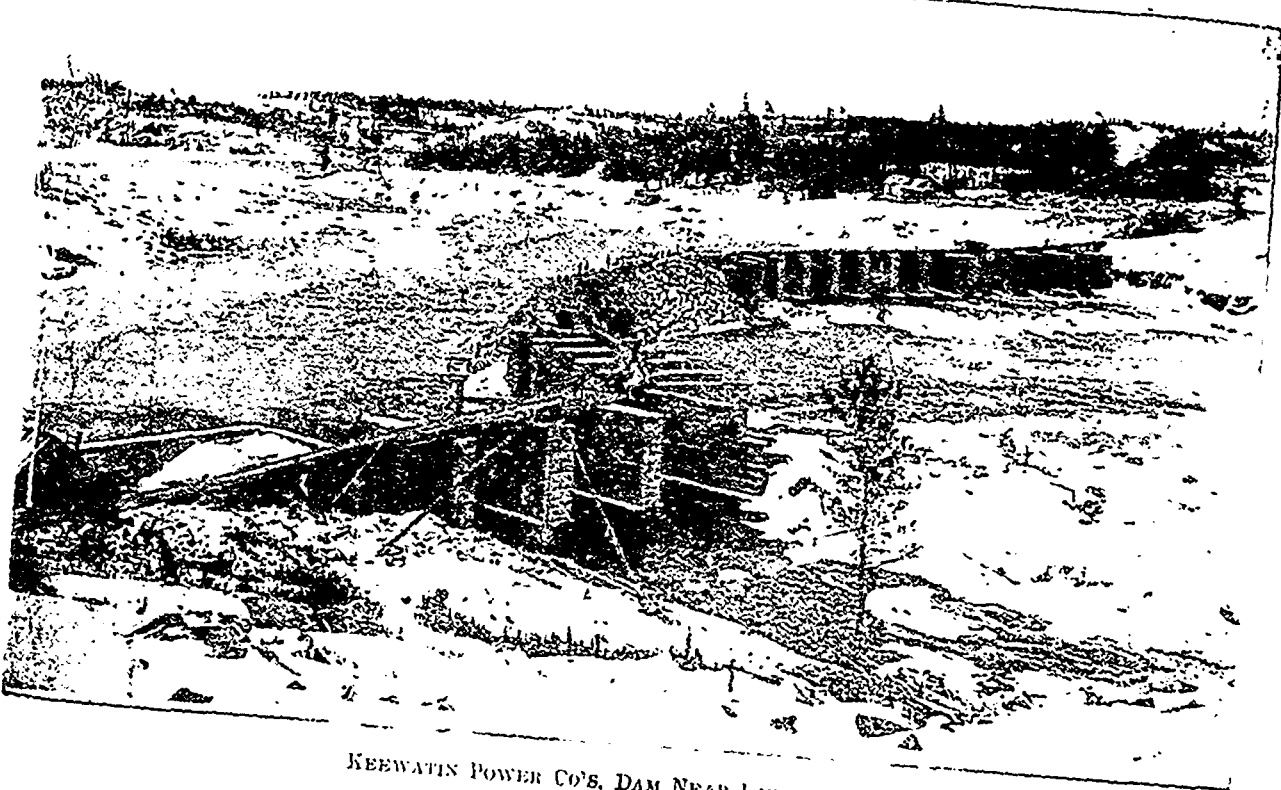
The convention was closed shortly with three hearty cheers for the Queen.

The following delegates were in attendance at the convention, and registered their names:

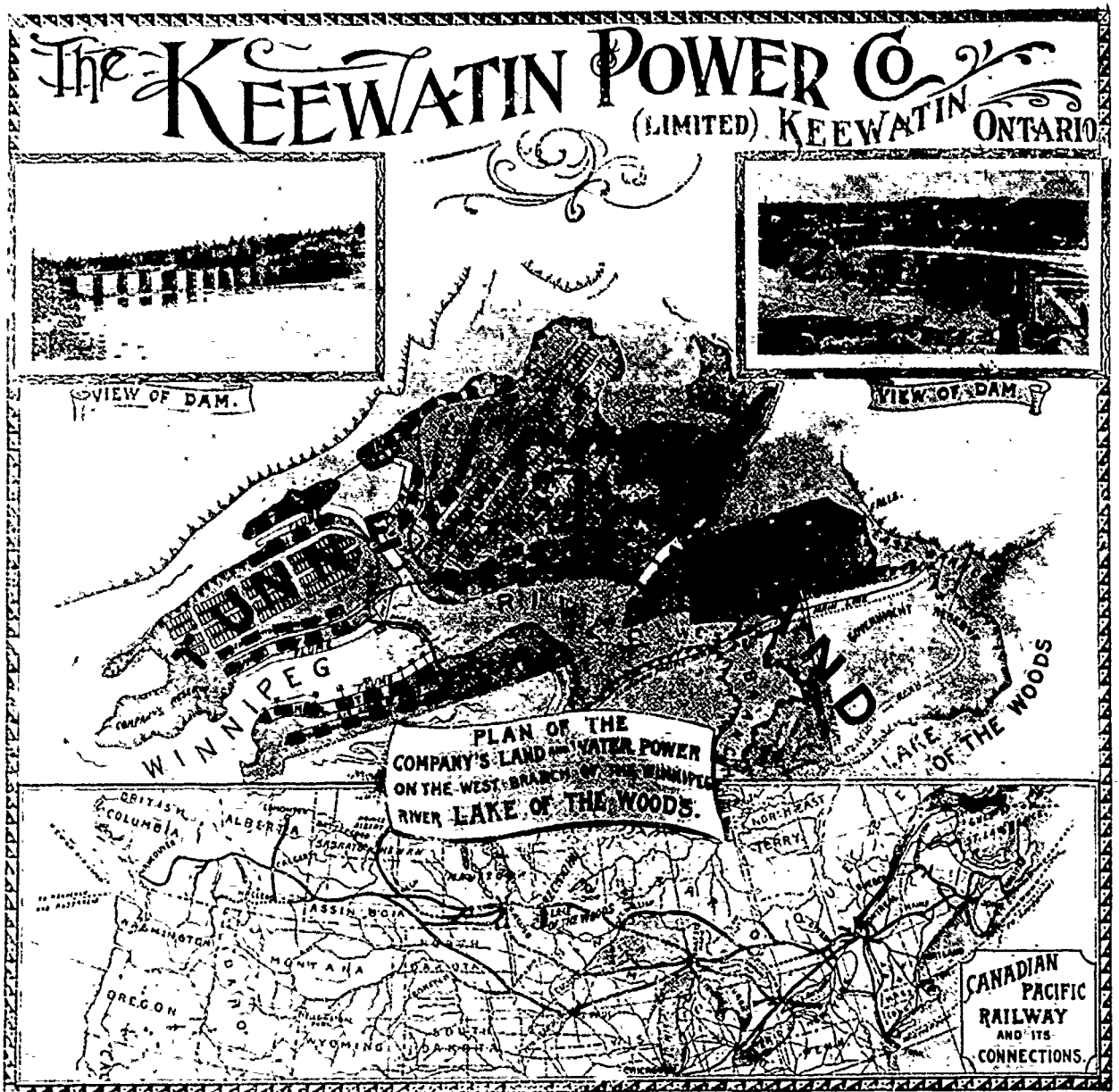
T. J. Agnew, Prince Albert; O J Abraham, Deleau; W. W. Bole, Moose Jaw, Wm. Dickson, Alexander; John S Dawson, Regina; Jas. Dowsell, Emerson; Chas. A. Flower, Birtle; Octavius Field, Hugh Ferguson, A. Hitchcock, J. A. Healey, Moose Jaw; J. A. Johnston, John Law, Thos. Leese, Birtle; Jas A Merrick, Virden; G. Michaelis, Regina, G W Mahon, Douglas; M. J. McLeod, Moose Jaw; J. R. McPhail, Prince Albert; E. A. Ramsay, Virden; R. Rolston, Killarney, J. M. Stewart, Birtle; W. J. Stinson, Austin; J. J. Story, Wawanesa; W. C. Thorburn, Broadview; Wm. Trant, Regina; R. S. Thompson, Glenboro; A. Whitelaw, Brandon; R. H. Williams, Regina; Alex. Acheson, Rosenfeldt; W. C. Bond, Gladstone; J. F. Boyd, Minnedosa, J. J. Barga, Plum Coulee; R. E. Bradford, Macdonald; E. J. Coade, Carievale; E. O. Denison, Minnedosa; W. A. Donald, Pilot Mound; J. F. Fumerton, F. Frederickson, Glenboro; W. W. Fraser, Emerson; J. H. Fargey, Lakeview; T. S.



KEEWATIN LUMBER CO'S. YARDS, KEEWATIN.



KEEWATIN POWER CO'S. DAM NEAR KEEWATIN.



Drainage area from which the Lake of the Woods is supplied, 30,000 square miles.

The surface area of the Lake of the Woods directly available for water storage, and controlled by the Keewatin Power Co.'s dam, is 300 square miles.

The average annual rise and fall of the Lake of the Woods, previous to the construction of the Keewatin Power Company's dam, about 11 feet.

Head of water at the dam, 17 feet at time of flood water, to 21 feet at time of least flow. Average power, 30,000 h. p.

Fifteen years' experience at the large flour and saw mills fed from the lake, in close proximity to the Keewatin Power Company's dam and works, has proved that there is freedom from frazil, anchor and floating ice, and other common obstructions to water power.

Granite stone and best English Portland Cement have been used, exclusively, in the masonry construction. The photo engraving shows the class of work done. The rock-fill dam is entirely of granite and heavy trap rock.

The dam and works are all founded on granite and trap bed rock, and are so strongly built as to practically eliminate all risk of interruption to the power from washouts and all ordinary casualties.

The situation is central, being 130 miles east of Winnipeg, and 300 miles west of shipping points on Lake Superior.

The Canadian Pacific main line runs through the Company's property, close to the works; large space is reserved for sidings, yards, and other transportation facilities necessary for extensive manufacturing interests.

Very low through rates of freight have been assured to the United States; to the east by rail and by lake and St. Lawrence navigation also west by rail and Australia, China and Japan steamship lines.

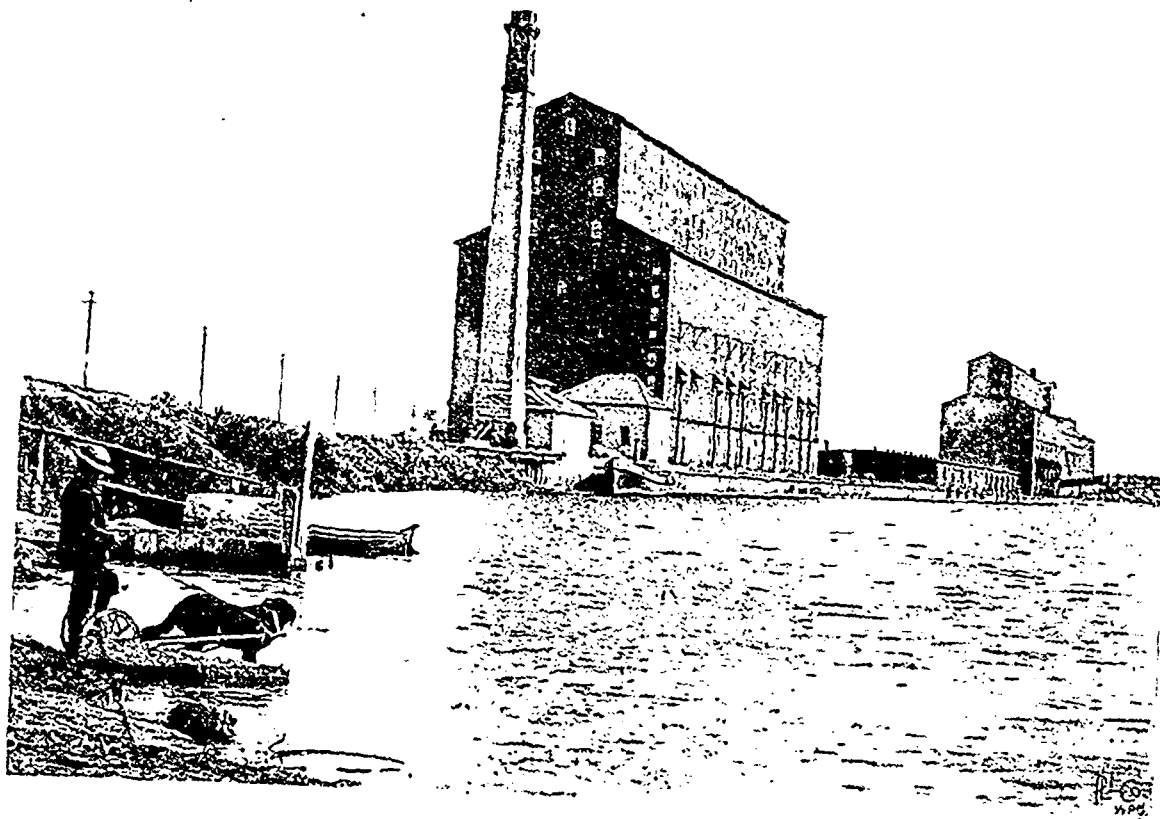
The situation for pulp and paper mills could not be excelled. There is an immense supply of purest water, and with continuous power virgin forests down to the shores of the Lake of the Woods and of Rainy Lake and River, with smooth, deep water to the works. Flax straw can also be had, in any quantity, west of Winnipeg, thus making the whole unique as a position for the supply of cheap raw material.

The position is excellent for flour mills for grinding Manitoba wheat, or American wheat in bond, for export to Europe or the United States. The location is also very favorable for Implement Factories, Furniture Factories, Foundries, Machine Shops, Cordage and Twine Factories using Northwest flax, and Electric power for light and power at the works and vicinity, and for distant transmission.

The Keewatin Power Company owns the land, water powers, and mill sites shown on this plan, and will provide flumes to carry water from the dam. The dam is already built. Flumes, raceways, tracks and roadways are proposed to be located and built as shown; but these together with the sites for mills, warehouses, etc., are subject to such modifications as may be arranged with large purchasers of water power.

The Directors of the Company will be pleased to see, or correspond with, all parties desiring to secure locations and power for any purpose and will make the terms attractive and easy.

Information will be given by  
 RICHARD FULLER, Pres., Keewatin Power Co.'s Offices, Hamilton, Ont. JOHN MATHER, Vice-Pres., and Managing Director, Ottawa, Ont.  
 Director:—WM. GIBSON, M. P., Beamsville, Ont.; ALEX. FRASER, Ottawa, Ont.; ALEX. MACLAREN, Buckingham, Ont.



C. P. R. ELEVATORS, FORT WILLIAM.



WATEROUS ENGINE AND NIAGARA THRESHER AT WORK.

# THE LAKESIDE GOLD MINING COMPANY, Of Rat Portage.

(LIMITED)

NON-PERSONAL LIABILITY.

*Capital, \$750,000 - - In 750,000 Shares of \$1 Each.*

(Incorporated under the Ontario Joint Stock Company and Mining Acts).

## DIRECTORATE.

President: R. W. Jameson, ex-Mayor of the City of Winnipeg; Vice President: R. H. Agur, Manager of the Mosby-Harris Co., Winnipeg; Directors: H. H. Beck, Insurance Agent, Winnipeg; John Plaxton, Plumber, Winnipeg; D. Wilson, F. W. Drewry, Brewer, Winnipeg; G. H. Wilson, Solicitor, Winnipeg; G. F. Bryan; Secretary-Treasurer: H. S. Crotty, Real Estate Agent, Winnipeg; Bankers: Imperial Bank of Canada; Solicitors: Ewart, Fisher & Wilson; Consulting Engineers: Jno. J. Moynahan, of Moynahan & Campbell, Rossland for B. C.; T. R. Deacon, C. E. & M. E., for Rat Portage, Ont.

The object of this company is to secure by purchase and thorough exploration by its mining agents and employees, gold and silver claims, and to sell the same or to partially develop and sell to other persons or companies in such manner so as to secure the best and quickest returns to its shareholders.

The company will start operations with options and contracts extending over the best mining fields in Canada and will continue to secure more while developing those in hand. Before offering property for sale the company will be able to lay before intending purchasers the carefully prepared reports of the mining experts.

The success of similar companies in other gold fields has been very great. In South Africa and Western Australia the companies organized on a similar basis in the pioneer stage of development have paid dividends ranging as high as 300% in one year. The companies have paid these high dividends because the whole principal is ground floor for shareholders. There is no doubt in fact that the best kind of mining investment, and the surest, especially for small capitalists, is the development company when properly formed as it does away with middlemen and its shareholders get the first profit.

One prominent feature of this company is, that the stockholders, and not the promoters control the affairs of the company. With numerous other companies the promoters control the preponderance of the stock and leave only a small proportion open to independent stockholders. Such a policy precludes outside stockholders from ever breaking the absolute control of the promoters, who can if they desire, manipulate the management for their own profit and the injury of the outside stock holder.

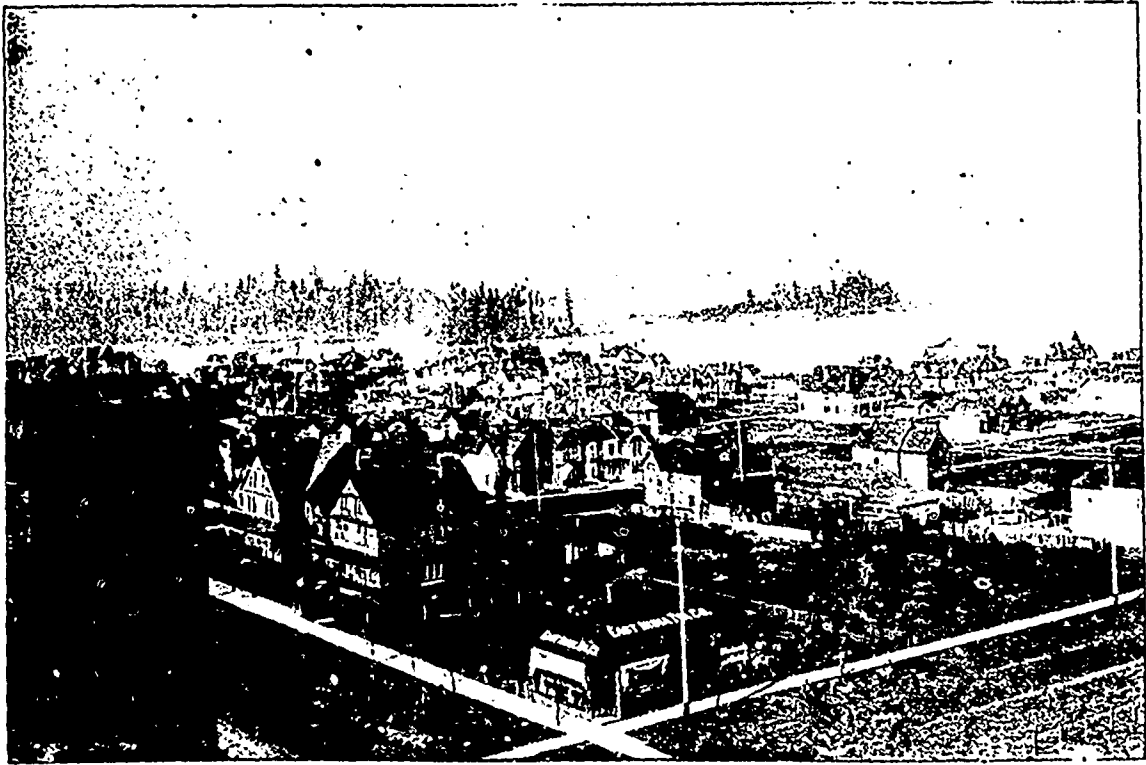
Of the \$750,000 capital stock of this company, the promoters hold only \$140,000, and \$200,000 worth is now offered for sale to the public at 10 cents on the dollar paid up and non-assessable, thus admitting at one step a stock-holding power greater than that of the promoter combined. The remaining \$410,000 worth of stock will be held in the treasury to be disposed of if necessary for the companies' benefit, and as the shareholders at large may direct. This is a feature intending stockholders should carefully note, and avoid investing in the stock of any company when the same open course is not pursued. By the principle adopted by the Lakeside company, the shareholder holds the safety valve in his own hands.

610,000 shares remain in the treasury to be used hereafter as required and for the benefit of all shareholders. 200,000 shares of treasury stock are now placed on the market at 10 cents per share, par value one dollar, and will be the only issue at that price. No liability beyond the amount actually paid upon stock in the company attaches to the subscribers thereto or the holders thereof.

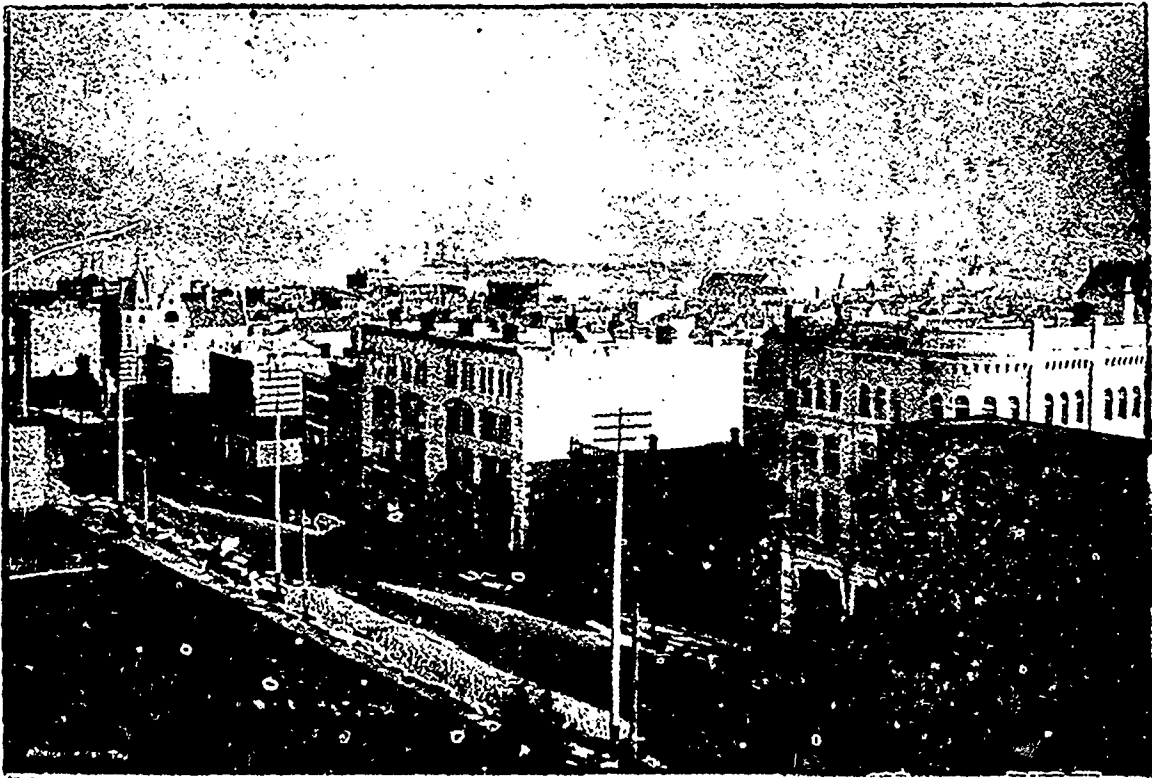
Application for allotment of shares should be made to the secretary of the company, where further information will be freely given.

**Main Street, Winnipeg. H. S. CROTTY, Secretary.**



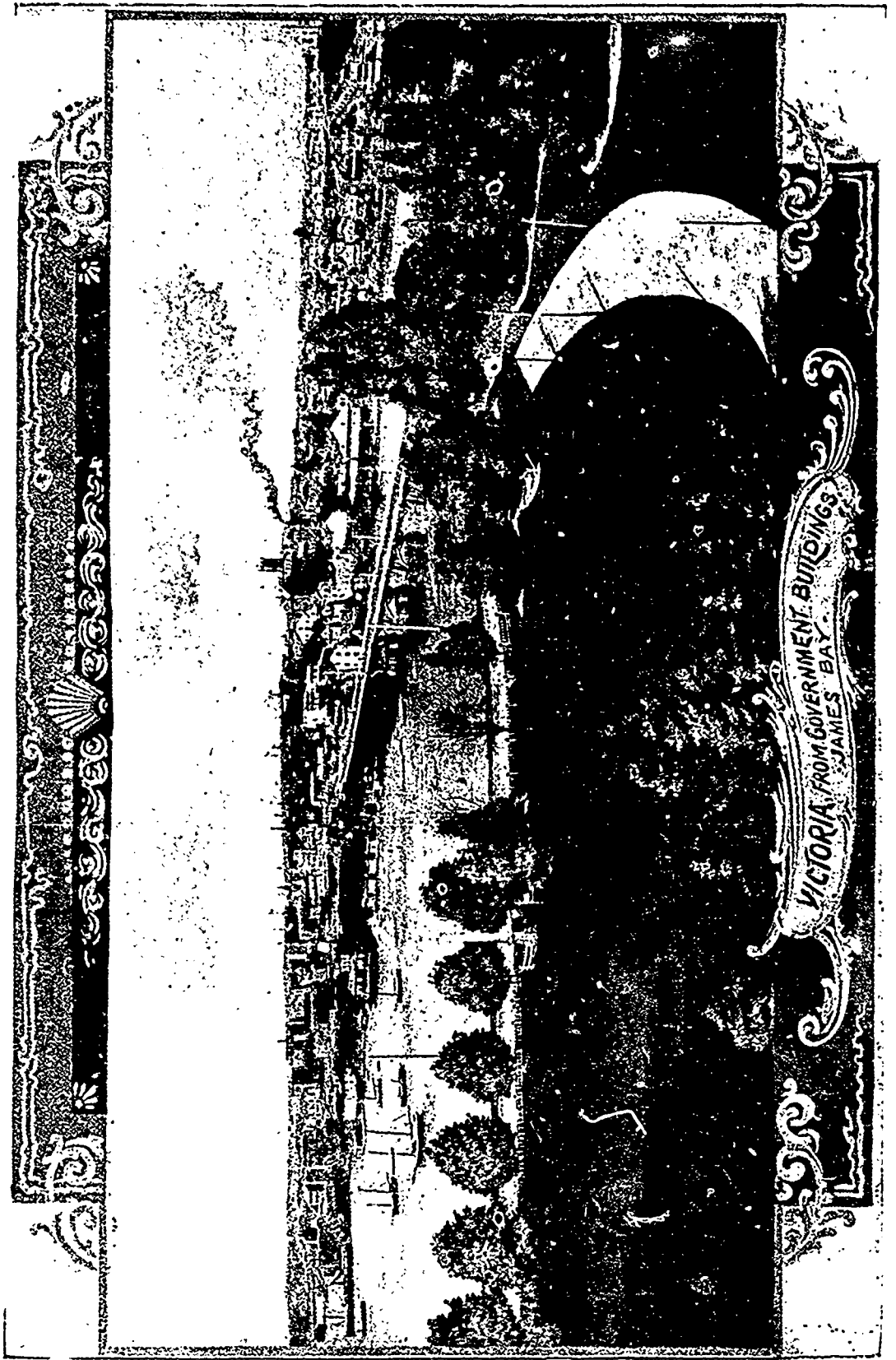


VIEW OF FORT OF VANCOUVER, B. C.



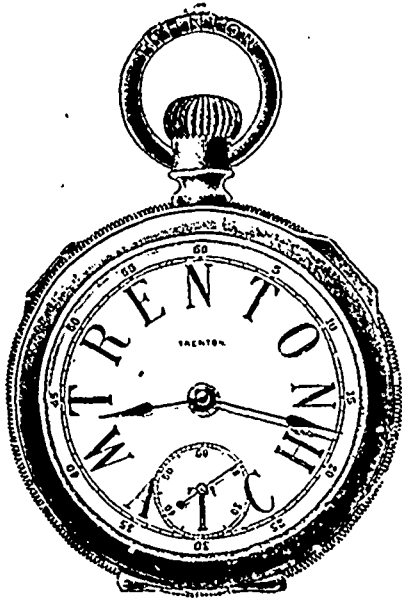
VIEW FROM GRANVILLE STREET, VANCOUVER, B. C.





VICTORIA FROM GOVERNMENT BUILDINGS  
JAMES BAY





# D. R. DINGWALL

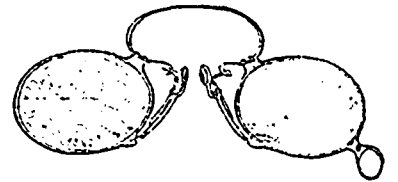
WINNIPEG

## Jewelery, Watches, Clocks and Spectacles

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Besides the names mentioned, a large number of Winnipeg business men attended the meetings of the convention.

## The Towns of Western Ontario.

Up to almost sixteen years ago the towns of Ontario west of Lake Superior were not in existence, although where some of them now stand small villages existed back into the seventies. For instance close to the present site of Fort William stand the remains of the famous village of that name, a collection of buildings which once clustered around a Hudson's Bay Co.'s trading post. Now the modern town has a population of nearly four thousand people, and has over two hundred places of business within its limits. It is the lake port of the Canadian Pacific Railway Co., through which all products from the western prairie country and British Columbia pass on their way to eastern or European markets. The company's grain elevators are located here, and have a storage capacity of 4,000,000 bushels. The lumber interests are represented by one extensive saw mill and quite a number of smaller industries flourish. The Kaministiquia River, which flows through the town has been wharved and docked, so that the place is now quite a prominent lake port.

A few miles further east on the shore of Thunder bay stands the city of Fort Arthur, where twenty years ago scarcely a habitation existed. This town has a population of about the same as Fort William, and is also a

lake port of note now. It has a large storage elevator also, and is the centre of the lake fishing industry of that portion of Lake Superior. Its places of business number almost one hundred and fifty, which number includes several industrial concerns. The place was unknown to the outside world until 1870, when Sir Garnet Wolseley with the first Red River military expedition landed there and gave the place the name of Prince Arthur's Landing. In 1884 when it had grown to quite a town, and became the Lake Superior terminus of the Canadian Pacific Railway its name was changed to Porth Arthur.

Besides being a terminus of the C. P. R. Port Arthur is also the starting point of the P. A. D. & W. railway, a road which penetrates from the lake westward for over 100 miles, and which is destined soon to become another trunk line from the great western prairie country to the Lake Superior shore.

West of Lake Superior along the line of the C. P. R. quite a number of villages exist, such as Ignace, Savanne, and Wabigoon, which with the development of the surrounding mining interests are certain to become in the very near future thriving towns. It is nearly 300 miles west of Fort William however before the first town of any magnitude is reached, namely the town of Rat Portage. In this town and Keewatin about two miles further east is centered a population of nearly six thousand, and over two hundred business institutions are in existence there. The lumber mills of the Rat Portage Lumber Co., and the Keewatin Lumber and Trading Co., give employment to over 400 hands, and furnish the bulk of the lumber for the Province of Manitoba. A smelting works is another industry in full swing there, while a number of smaller industries are also located in Rat Portage, so that altogether there is the foundation of a great centre of population already laid. Another industrial institution of note is the Lake of the Woods flour mills at Keewatin, an institution which has no superior of its class in North America. It has a daily capacity of 2,000 barrels of flour a day; has its own barrel factory in connection and employs about seventy-four hands. For a solid built, exquisitely fitted up mill, this institution has few equals in the world.

But what promises best for the future growth of this Keewatin and Rat Portage district, is the great and valuable water power constructed but recently by the Keewatin Water-Power Co., which is dealt with in another article. The great mining interests are also treated of in separate articles.

## Railway Building in 1896.

Railway building has not been brisk in any portion of North America during the past years, and in Western Canada as in other states, provinces and territories of this continent, there has not been nearly as much done in the past few years as there was during previous years. However, we have had our full share of new railway mileage, compared with what has been done elsewhere.

During the past year one important railway line has been constructed in Manitoba. This line is commonly known as the Dauphin road. Construction was begun at Gladstone, a town on the Manitoba and Northwestern railway, and was continued in a northerly direction for 100 miles. This road was completed last year, and it is now equipped and is carrying on a regular service.

The northern terminus of the road is about sixteen miles from Lake Winnipegosis. This is a large lake, about 120 miles long, with a coast line of about 500 miles. There are valuable timber and mineral resources tributary to the lake and it also possesses considerable fishery wealth. The timber district tributary to Lake Winnipegosis is said to be the most valuable in Manitoba. Next summer it is expected the road will be constructed to Lake Winnipegosis, so as to open up the great country tributary thereto. By continuing the railway to the lake and placing steamers on the lake itself, communication would be opened up with a vast territory which at present is practically an unknown land, and which heretofore has only been visited by hunters and explorers.

The Dauphin road was built as a colonization road. It opens up a new and magnificent agricultural region which was previously without railway communication. Quite a number of settlers had been attracted to the district by the many natural advantages which the country possesses, notwithstanding that the region was without railway communication. The new road will give these people the means of shipping out their produce to market, and it will further ensure a large influx of settlers into the district at once. The Dauphin district is considered one of the finest sections in Manitoba for mixed farming. The soil is very rich, the pastures luxuriant and wood and water are abundant. The name of the company owning the Dauphin road is "The Lake Manitoba Railway and Canal Co." The new road opens up a territory which offers splendid farms for thousands of settlers. About Lake Winnipegosis and east of Lake Dauphin there are districts specially well fitted for ranching or stockraising on a large scale, owing to large quantities of hay obtainable in these sections. The country on the west side of the lake is a splendid agricultural section, well adapted to all grain crops.

The Dauphin road is the only new railway work done during the past year in Western Canada, with the exception of some short lines in British Columbia.

During the present year the prospects are more favorable for railway construction than they have been for several years past, and in our next annual number we expect to be able to have a much more extensive report of new railway work.

## The Great Keewatin Water-Power.

One of the great features of the now famous Lake of the Woods is the unsurpassed water-power which is formed at the outlet of the lake, at the town of Keewatin, near Rat Portage. The nucleus of what will in time become a large manufacturing centre, has already been established here, several important industries having been established at Keewatin, to take advantage of the cheap power there furnished. So far lumbering and flour milling are the principal industries now carried on with the aid of this wonderful water-power. Water-power is everywhere recognized to be the most economical power for generating electricity or driving machinery, and wherever a good water-power exists it is a great factor in stimulating industrial enterprise. At Keewatin there is almost unlimited water-power all ready for utilization.

A number of capitalists some time ago secured this water privilege and proceeded to utilize the power. Dams and other necessary works were constructed at great cost, and one of the finest water-powers on the continent was successfully harnessed and made ready for use. There is no question here as to the supply of water all the year around. The Lake of the Woods covers an area of 8,000 square miles. The lake is fed by the Rainy river and its tributaries, besides countless small streams, the whole drainage area being upwards of 80,000 square miles, in addition to that covered by the lake itself. It will thus be seen that there is no possibility of a shortage of water. With the lake for a mill pond, and by their enormous dam across the Winnipeg river, the Keewatin Power company are able to guarantee a minimum of fully 40,000 horsepower, even in the driest season.

The water-power works have been so arranged as to regulate and keep an almost uniform head at all times. Numerous gates in the dams will be used for the purpose of storing or letting the water escape, as need may be, a most important matter. The effective head of water maintained at the works will not be less than 21 feet. There is absolutely no natural obstruction to the constant use of the Keewatin water-power, either in summer or winter. Ice has never proved an annoyance here, as shown by the experience of the mills which have been operated for years.

The Keewatin Power company's works have been constructed by and under the superintendence of the following gentlemen: John Kennedy, C.E., Montreal, consulting engineer; William Kennedy, jun., C.E., Montreal, engineer for plans and construc-

tion; James Kennedy, C.E., resident engineer.

The dam has been built of cut granite, and Portland cement in the piers, with a rock fill, in the centre, of granite and heavy trap, and is of the most substantial construction throughout. The entire structure is founded on solid rock, and is so strongly built as to render entirely improbable all risk of interruption to the power from wash-outs or other casualties.

The situation is central, being 130 miles east of Winnipeg and 300 west of Lake Superior. The Canadian Pacific Railway Company's main line runs through the property. The Canadian Pacific Railway have guaranteed the power company that they will give to any company utilizing the Keewatin water-power such low freight rates east and west as will insure profitable transport. The company have also arranged for very low rates of freight to all points in the United States, and even by the steamship lines to China and Japan, and also to Australia and New Zealand.

The Keewatin Power Company are now offering to lease the whole or any portion or portions of this gigantic power to manufacturers, millers or others who may desire to utilize it, and the terms offered are exceedingly liberal.

Keewatin is a desirable point for the location of flour and oatmeal mills, pulp and paper mills, flax mills, furniture, lumber and wood working factories, etc., the material for such industries being abundant. Manitoba affords an unlimited supply of material for cereal milling, and the immediate territory surrounding will furnish any quantity of raw material for pulp mills.

The Keewatin Power Company owns the lands, water-powers, and mill sites and will build flumes to carry water from the dam to any works that may be erected. The directors of the company will be pleased to see or to correspond with any and all parties desiring to secure locations and power for any purpose. The directorate of the Keewatin Power Company is composed of the following well-known capitalists: Richard Fuller, of Hamilton, Ontario, president; John Mather, of Ottawa, Ontario, vice-president; Alex. Fraser, of Ottawa, director; William Gibson, of Beamsville, Ontario, director; Alex. MacLaren, of Buckingham, Quebec, director. R. A. Mather, of Keewatin, is treasurer.

The company is now preparing to arrange for the transmission of electrical energy to Winnipeg, and the prairie capital expects to be greatly benefitted by the introduction to the city of a portion of the vast power now running to waste at Keewatin.

## Our Dairy Industry.

The great progress which the farmers of Manitoba and the western Territories of Canada have made on the road to prosperity, during recent years, is shown in the rapid development of the dairy and live stock industries. Formerly it was wheat, wheat, wheat, with the farmers. Large areas of

this country will produce wheat more successfully, one year with another, than any other crop, and there are no regions any where in the world better adapted to producing large yields of the finest quality of wheat, than are large portions of central Western Canada. At the same time farmers cannot depend continually on one crop. In some years prices will be very low for a single commodity, and those who have a diversity of commodities are sure to have something to sell which will bring a good price. Again, in the most favored climates, one crop cannot always prove a success. Manitoba has never had a failure of the wheat crop, since the country began to export wheat, but there have been years which produced poor crops. Even in good average crop years, individual farmers have had bad crops, through careless farming, or too late sowing, or perhaps owing to some local cause which it was beyond their power to prevent.

Experience has taught our people that it is not only wisdom to have a diversity of crops, but that it is still better to have other sources of profit to depend upon besides crops alone. Hence the dairying and live stock interests have made great progress within a few years. Nor has this progress in other interests been at the expense of wheat. While great progress has been made in dairying and raising live stock, the wheat area has been steadily increasing, though less rapidly than it did some years ago.

The last two years have been the greatest years for dairying in the history of this western country, the progress made in Manitoba, both in the quantity and quality of the dairy product having been very marked. A year ago a dairy school was opened in Winnipeg, under the direction of the provincial government, and last winter and this winter the school has been largely attended by owners and operators of dairy factories throughout the province, with the result that our butter and cheese makers have been instructed in the highest art of manufacturing in these branches.

Great interest has been taken in the development of this industry in Manitoba, and the province has now fairly entered the arena as an exporter of high class dairy goods. Up to the present time a large part of our surplus production has been taken for the British Columbia trade. With the present growth of the industry we will soon have a considerable surplus for export eastward. At the recent annual meeting of the Manitoba Dairy association some statements were made which show the development of the industry. The report of the directors, presented at this meeting, contained the following statement:

"The increase of dairying during the year has been almost phenomenal. It is estimated from reliable sources that 776,000 pounds of creamery butter were sold out of the province, at an average price of 15½ cents per pound, giving total receipts for butter of \$127,261.00. It is also estimated from the same source that 886,000 pounds of

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cheese were made which sold at an average of 7 cents per pound, making a total of \$62,007, or a grand total of \$189,281 for dairy produce. This estimate is if anything below the actual amount manufactured. The increase in the value of the output for creamery butter is \$11,612.00."

We may add to the statement above, that the production of cheese was a little less last year than during 1895. The figures given above do not include farm dairy goods, which in the case of butter have exceeded in past years the quantity made in factories. In the future it is expected factory butter will exceed in quantity the make of private dairies.

In the Territories dairying has not made as rapid progress as in Manitoba, but during the present year greater proportionate progress will probably be made in the Territories than in Manitoba, owing to special features which are now at work to encourage dairying in the Territories. The Dominion government has sent Prof. Robertson, Dominion dairy commissioner, to the Territories this winter, to look after the organization of dairy work there. About fifteen new butter factories will be established in the Territories this year, under the special direction of the dairy commissioner, and under these circumstances their success is assured. Cold storage will be supplied in connection with all these factories, and everything about them will be first class. The Territories, it may be explained, come directly under the control of the federal government, as they have no local form of government such as is possessed by the other provinces. This is why the federal government has undertaken to assist in establishing a dairy industry in these new districts.

Dairy experts who have made a study of the climate and other conditions in Western Canada, declare that the country is well adapted to dairying. The progress of the industry is therefore very gratifying, as there is nothing which can prove a greater source of wealth to an agricultural country than dairying.

## Cereal Milling in Western Canada.

Cereal milling is the most important manufacturing interest in Manitoba and the Territories of Western Canada. Almost every town or village of any importance in the great wheat-growing districts has a flour mill, and the raw material for carrying on these industries is always abundant. The mills vary in size from about 50 barrels per day, up to over 2,000 barrels per day.

The important feature of the milling industry the past year has been the extension of our flour trade to Australia. Quite a large quantity of Manitoba flour has been shipped to Australia within the past six months, where it has been received with great favor and is constantly meeting with an increasing demand.

Manitoba flour is sold all over Canada, from the Pacific to the Atlantic coasts. The

Pacific province of British Columbia consumes a liberal quantity, and the only thing in the way of giving Manitoba complete control of the British Columbia market is the long railway haul. The cost of this long haul enables the flour manufacturers of Washington and Oregon states, who are close at hand, to ship some flour into British Columbia. As it is, however, the superior quality of Manitoba flour gives it a large trade even at this disadvantage as compared with the flour from the Pacific Coast states.

Manitoba flour has also a large and increasing sale in Eastern Canada, from Western Ontario to the Atlantic coast. The larger population in this direction gives it a larger field to work in than in the far western province.

Some flour is also exported across the Atlantic, though our millers have not pushed the export trade very actively. Those familiar with the flour business, know that there is very little money in the export flour trade. It is to a considerable extent a slaughter trade at best, and so long as the domestic trade will consume the product of the Manitoba mills, the millers are not anxious to exploit British and foreign markets. Manitoba flour cannot be shipped to the United States on account of the duty imposed on imports of flour by that country.

States millers have the habit of consigning their surplus grades of flour to British and European markets, where it is sold often under cost. This renders milling for export often unprofitable. They get good prices from the domestic trade, and simply slaughter their surplus production.

The first new process flour mills were established in Manitoba in the year 1882, and the present cereal milling industry has grown up entirely since that date. The flour milling capacity of Manitoba and the Territories is now estimated at about 11,500 barrels per day. Three new mills were built this year, but one of them was burned down just as it was about completed. There are now sixty flour mills in Manitoba and the Territories, the most of them ranging in capacity from 75 to 150 barrels per day. These do not include a few old process stone mills which have now mostly gone out of use. There are also in British Columbia four or five mills.

Another line of cereal milling which is carried on to some extent is oatmeal milling. The market for the product of these mills is much the same as in the case of wheat flour. There are four oatmeal mills in Manitoba and one at Edmonton in the Territories.

## Winnipeg's Grain Trade.

One of the most important features of Winnipeg is its grain trade. Winnipeg may be considered the largest wheat market in Canada. More of this great cereal is handled by Winnipeg grain merchants and millers than by grain dealers in any other city in this country. The great bulk of the wheat crop of Manitoba and the Territories is handled by merchants and millers having their head offices in Winnipeg, and who are members of the Winnipeg Grain exchange.

A number of the grain exporters and millers have lines of elevators located at country towns and villages throughout the grain growing districts and during the grain-marketing season buyers are placed on these country markets, to purchase the grain direct from the farmers. Other merchants who have their head offices in Winnipeg, do not operate any elevators at country points and they buy grain in car lots or other quantities from smaller country dealers, which latter buy direct from the farmers on their own account. Quite a number of farmers also, sell their grain in round lots, having first placed it in an elevator for storage. There are also grain brokers who sell grain on commission for farmers or dealers.

The most important adjunct to the grain trade is the elevator system. The wheat belt of Manitoba and the adjoining territory has the finest elevator and general grain-handling system in the world. In addition to the large storage elevators at the lake ports, or at milling points such as Keewatin and Winnipeg, and the large cleaning elevator at Winnipeg, there are from one to half a dozen smaller elevators or warehouses at every country market. This elevator system affords excellent facilities for the economical and rapid handling of the crop. In Manitoba the crop is marketed very rapidly, and without this elevator system it would be practically impossible to handle the crop. At any rate the marketing would have to be spread over a year, whereas now it can be handled in a few months. There are a large number of elevators which are owned by small country buyers, who buy grain at only one or a few country points, in addition to the extensive lines of elevators operated by some firms and companies. A number of elevators have also been established by local stock companies of farmers. The farmers in several districts have formed companies and built elevators for the purpose of storing and sometimes shipping their own grain.

This extensive elevator system not only ensures the economical handling of the crops, thus securing the highest price for the farmers, but it also ensures keen competition. Keen competition has been one of the features of the grain trade here for years, and no reasonable claim can be made that the farmers have not secured full value for their grain crops. In the earlier years, when the grain surplus was small and the modest handling the crop less perfect the dealers had a much wider margin of profit to work on than they have had of late years. The margin of profit has been gradually reduced, until of late years grain has been handled on an exceedingly small margin. Large quantities of wheat have been handled of late on a margin of a fraction of a cent per bushel. Farmers who do not understand the commercial side of the grain question, are sometimes inclined to grumble about the prices they receive for their products, but if they know more about the trade, they would not blame the local dealers for the low prices which have ruled in the markets of the west during some recent years.

One fact which shows the keen competition in the grain trade here, are the prices paid



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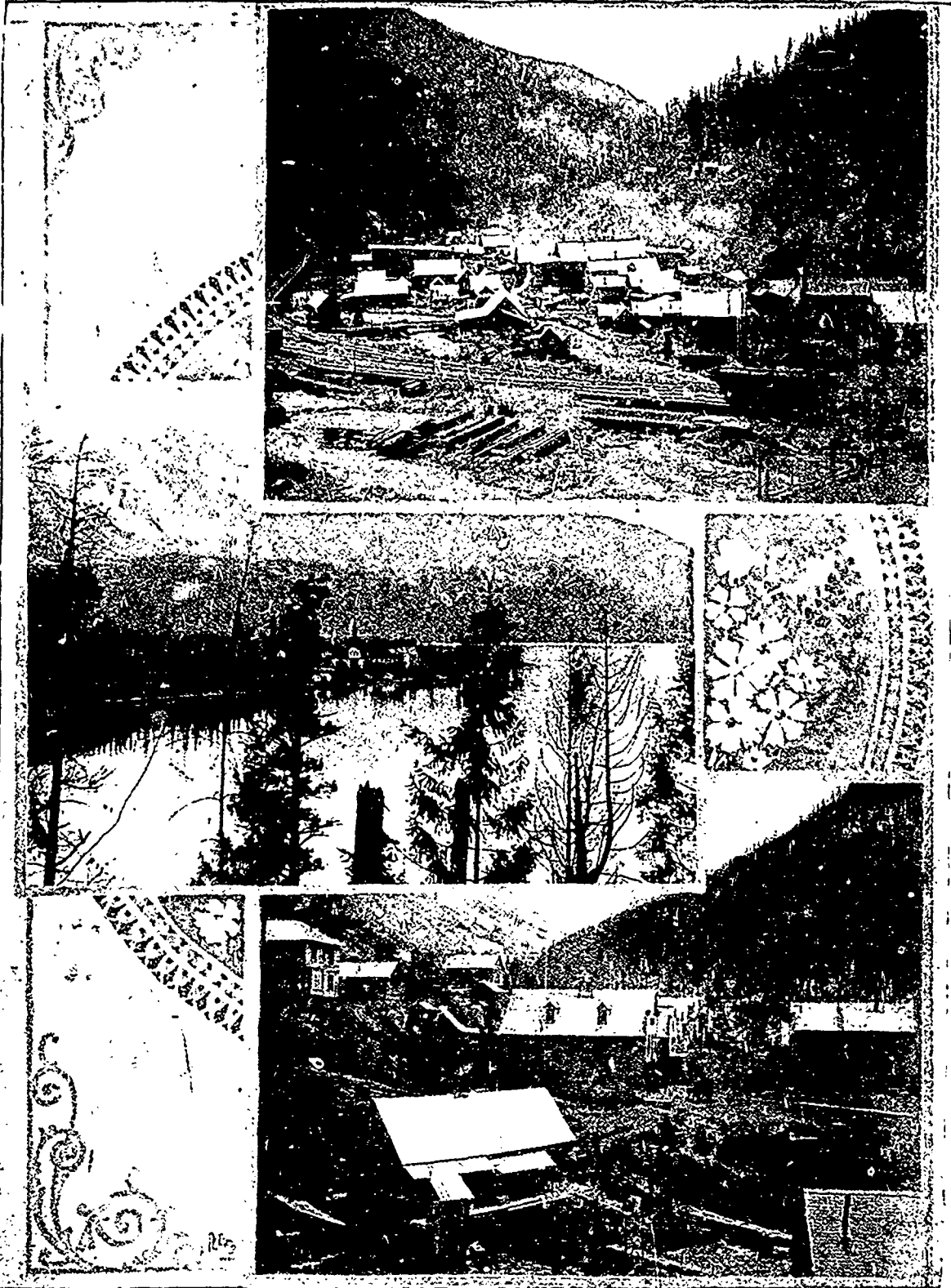
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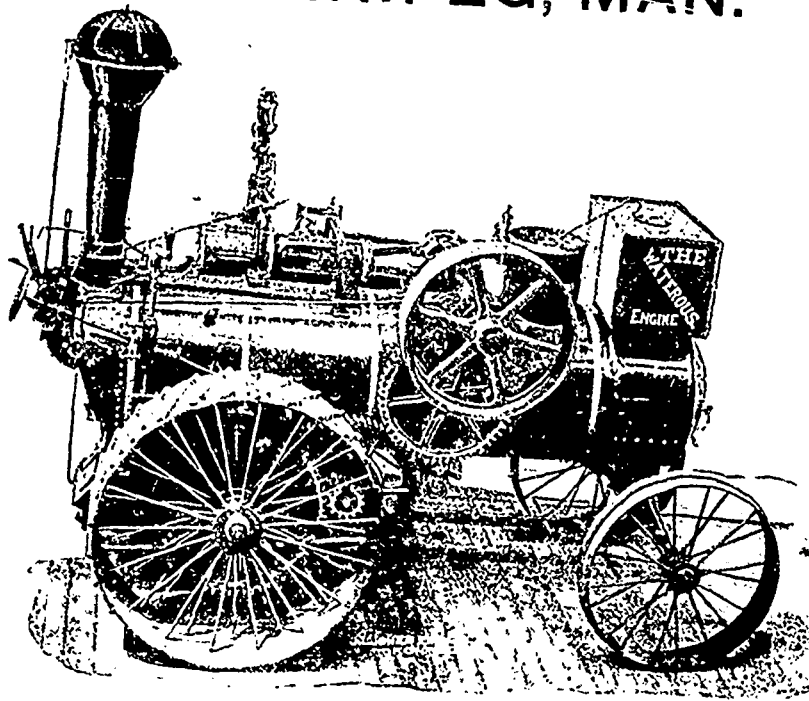
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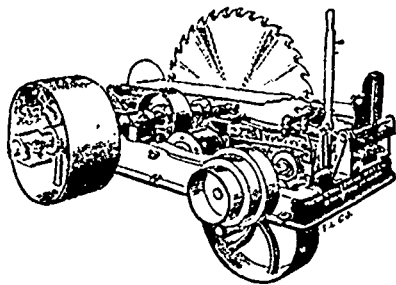
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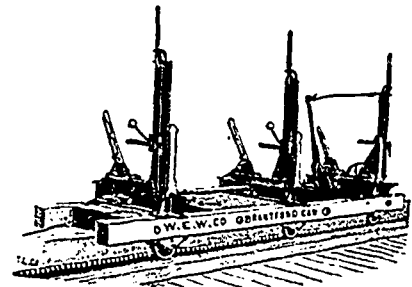


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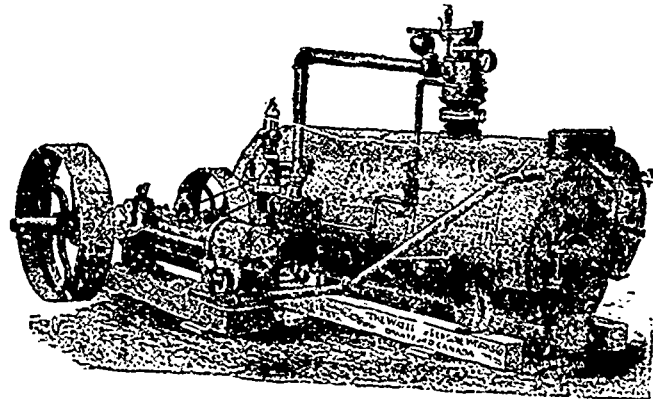
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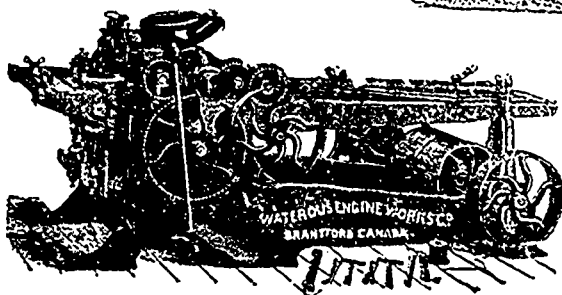
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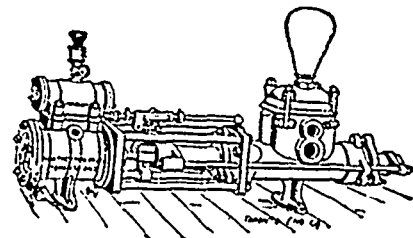
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WINNIPEG, MAN.

farmers at Manitoba points, compared with prices paid at points in the United States south of the boundary. A few weeks ago The Commercial published a table showing prices paid during the present grain season at several points in the United States, compared with prices in Manitoba. This table showed that at points having similar freight rates, Manitoba farmers had received very much higher prices during the entire season than had been paid in the markets south of the boundary. The Commercial estimates that Manitoba farmers have received, on an average, fully \$50 more for every 1,000 bushels of wheat, than has been received by the farmers of Minnesota and Dakota, based on an equality of freight rates at the comparative points. The difference in favor of the Manitoba farmers, in the case of other grains, has been even greater than on wheat.

One cause of the keen competition in the grain trade here is the home milling demand. Canadian millers are enabled to get good prices at home for their flour, as they are protected in the home market by a duty of 75 cents per barrel on flour. There is always keen competition between the millers and exporters for the finest qualities of Manitoba hard wheat, as a large quantity of this class of wheat is required for the home milling trade. On account of the protection which they receive in the home market, the millers are enabled to pay higher prices than the ordinary export value will warrant, for this class of wheat.

The comparatively light crop in Manitoba last year has reduced the export surplus of all grains for the current crop year, but this year it is certain that the crop area will be considerably the largest on record, and with an average crop the available surplus from the big crop of 1895 will be closely approximated in the coming crop.

In the earlier years the surplus wheat crop of Manitoba was about all purchased by the millers of Eastern Canada, but of late years the quantity of wheat produced has been much greater than was required by the Eastern millers, and a large portion of the crop is now exported via New York, Montreal and other Atlantic ports to Great Britain. A considerable quantity is turned into flour by local millers and this flour is sold all over Canada from the Pacific to the Atlantic. Our surplus oats and barley are taken mostly in the Eastern provinces of Canada. Flax seed is shipped largely to Eastern Canada, and in some years to the United States. Some oatmeal has been exported abroad, as well as sold in the Eastern provinces. British Columbia also takes a quantity of grain, flour, grain feedstuffs and oatmeal from Manitoba.

Notwithstanding the smaller quantity of grain to handle from last crop, considerable addition to the elevator plant of the country was made within the year. The Lake of the Woods Milling Co. built two country elevators; R. D. Martin & Co., Winnipeg, added six elevators to their line; T. P. Roblin, Winnipeg, added four to his list of country elevators, and the Northern Elevator Co., of Winnipeg, built eight elevators last year. Besides these a number of single elevators

were built at various points, by other dealers. The total elevator capacity of Manitoba and the Territories of Western Canada is now 11,999,800 bushels, including the large storage elevators at our Lake Superior ports. This is an increase of 1,125,000 bushels within the year.

The following shows the grain storage capacity of Manitoba and the Territories, including our Lake Superior ports, for a series of years, as compiled for the annual report of the Winnipeg Grain Exchange, showing the increase from year to year:

1891	7,628,000	bushels.
1892	10,366,800	"
1893	11,467,100	"
1891	11,817,100	"
1895	12,000,000	"
1894	13,873,600	"
1897	11,999,800	"

OUR WHEAT EXPORTS.

Crop 1884	4,000,000	bushels.
" 1887	10,500,000	"
" 1888	4,000,000	"
" 1889	4,500,000	"
" 1890	11,500,000	"
" 1891	11,000,000	"
" 1892	14,000,000	"
" 1893	12,000,000	"
" 1894	15,000,000	"
" 1895	29,000,000	"
" 1896 (est'd)	14,500,000	"

WHEAT INSPECTED AT WINNIPEG.

Crop 1886	1,362,600	bushels.
" 1887	3,878,600	"
" 1888	2,183,350	"
" 1889	2,207,400	"
" 1890	6,630,000	"
" 1891	8,691,800	"
" 1892	7,228,550	"
" 1893	4,811,300	"
" 1894	5,375,500	"
" 1895	9,012,800	"

Balance of wheat went out as flour, or was inspected at Fort William. On the present 1896 crop about 5,000,000 bushels have so far been inspected at Winnipeg and this has graded as follows: 55 per cent No. 1 hard or better (extra hard), 19 1/2 per cent No. 2 hard, 8 per cent No. 3 hard, 6 per cent No. 1 and 2 Northern, white type, spring, rejected and other grades, 1 1/2 per cent.

Paying For Farms From One Crop.

Instances have been known in Manitoba where parties have paid for farms from the proceeds of one crop alone. This would indicate that land is cheap here in proportion to the return which may be obtained from the land. An instance was related to The Commercial not long ago, of a man who arrived in Manitoba in the spring and bought an improved farm, upon which he was able to go to work at once and get in a crop. He had a good crop, and in the fall, after marketing his grain, he paid the entire price of the farm from the proceeds of the first crop, and still had left a nice little sum to the good.

Oster, Hammond & Nanton, financial and land agents, of Winnipeg, have received returns from a number of parties in Manitoba and the Territories to whom they sold farms, showing that the purchasers realized more than the total value of the land from last

year's crop alone. The following table will show what some of these farmers have accomplished:

Sale No.	Price of Land.	Value of 1896 Crop.
169	\$1 920	\$1,092
176	1,920	3,300
30-119 157	2 181	3,591
168	960	1,298
165 195	2,000	5,124
115	1,600	2,920
166	960	5,650
207	960	1,157
191	960	3,510
140	1,200	3,780

These farms were all bought as wild lands within the last five or six years, and are now returning annually in some cases double and treble the cost of the land. It does not require any comment upon these figures to show what may be accomplished by perseverance and industry in Manitoba and the Territories of Western Canada. What some have done without special advantages, others can do, providing they apply the same knowledge and industry to the improvement of their farms. When farms can be paid for in this way out of the proceeds of a single crop it must surely be admitted that arm lands in this country are of great value at present prices.

Crop Yields in Manitoba.

In Manitoba large yields of grain and other crops can be had even in seasons when the climatic conditions are not considered favorable for the farmers, by following careful agricultural methods. The season of 1896 was very unfavorable in several respects, yet careful farmers obtained good results. The yields of grain and other crops secured at the Dominion Government farm at Brandon, Manitoba, last season, will serve to show what may be obtained even in a poor crop year in Manitoba, by pursuing careful agricultural methods. A bulletin recently published shows the yields of the various crops as follows:

From twelve varieties of oats sown, the highest yield was 100 bushels per acre, and the lowest yield 75 bushels, 20 pounds per acre. In two-rowed barley the best yield was 48 bushels per acre and the lowest 36 1/2 bushels per acre. Six-rowed barley ranged from 42 bushels, 14 pounds per acre, up to 59 bushels, 18 pounds per acre. In spring wheat the best yield from twelve varieties was 38 1/2 bushels and the lowest 2 1/2 bushels per acre. Peas gave 62 bushels as the highest yield from twelve varieties and 52 as the lowest. Corn, grown for fodder, gave from 2 1/2 up to 36 1/2 tons per acre. Turnips varied from 25 1/2 up to 31 1/2 tons per acre. Mangels yielded from 38 1/2 tons up to 52 1/2 tons per acre. Carrots ranged from 23 1/2 tons up to 28 tons per acre. Potatoes yielded 602 bushels per acre as the highest yield from twelve varieties, down to 473 bushels as the lowest yield per acre.

This shows what may be accomplished even in a poor crop year. In the season of 1895, which was more favorable, much larger yields were obtained than those reported for 1896. The best yield of wheat, for instance,



In 1895 was 49 bushels per acre, and the lowest of twelve varieties about 48 bushels per acre. Oats ranged from 58 bushels up to 101 bushels per acre for twelve varieties, in 1895. Though the highest yield of oats was not materially greater than in 1896, the average of the twelve varieties was considerably higher. In 1895 six-rowed barley ranged from 61 to 69 bushels per acre and two-rowed from 57 to 62½ bushels per acre.

It is in the unfavorable years that good farming counts. The most unfavorable years which we have had in Manitoba for the past ten or fifteen years have always given what would be considered large crops in some countries, when farming was done at all carefully. We have had years when the crops were considered light, but a crop failure we have never had, and even in the most unfavorable years careful farmers have secured profitable crops.

## British Columbia Mining.

It is impossible in this number to do justice to the great mining interests, which have made such rapid progress in different portions of British Columbia during the past few years, and most of our readers have read much from our regular columns in the past on this subject. A special report upon this industry we must leave to a future issue, and at a time of the year when personal inspection of mining affairs can be made with less trouble, than it would entail during one of the most severe winters yet experienced through the mountain country of the Pacific province. We dislike publishing statements not based upon personal knowledge of our own trusted representatives, and such cannot be procured at present. In the near future we expect to furnish our readers with the results of an investigation, in which not only the wondrous development of mining will be dealt with, but in which also we may take some pains to sift the dross from the pure metal, and guide and guard intending investors among our readers.

In this number we furnish a number of illustrations of the progress made in the West Kootenay mining region, and those of our readers who may have a copy of the illustrated number we published regarding that country in 1892, will see at a glance by a comparison of illustrations the wondrous growth of the mining industry there. At that time such towns as Rossland, Trail Creek, Sandon, New Denver and others were not in existence, but in this number we can furnish illustrations of all mentioned. These illustrations speak loudly of the progress. Further details we must leave to some future issue.

There is now no further doubt but that West Kootenay will prove one of the greatest gold producing regions of the world. That it contains untold wealth of gold is proven by the few mines in which production has been reached. When the stock of a gold mine rises in three years or so from five cents to about ten dollars a share, there must be great wealth in the region.

The fact of West Kootenay being a great silver-producing country was settled several years ago, and the estimate of its wealth is yearly advancing, while the difficulties of developing its buried treasures are fast disappearing. Five years ago the general impression was that an outlay of hundreds of thousands of dollars was necessary to develop a silver mine there to a paying point. Now, with increased smelter facilities and cheapened and improved transportation the expense of such an undertaking has been greatly reduced. In fact some of what are called shipping mines, where a quantity of ore rich enough to be shipped to a distant smelter with profit is available, are being successfully operated upon a few thousand dollars of outlay, and such mines are likely to become quite numerous during the next year or so. One of our illustrations gives views of a mine of this class, namely,

### THE IBEX OF SLOCAN.

This mine is located about twenty miles from the town of Kaslo, and is only four miles from the railway station of White-water on the line of road which connects the shores of the Kootenay and Slocan Lakes. The company owning this mine have made some shipments and received smelter returns from the same, showing \$31.51 per ton of silver from the ore shipped and realizing to the company after paying all expenses, including the heavy duty on the ore going into the United States, fully \$10 a ton. With a smelter running at a Kootenay Lake point, the company could depend upon a profit of \$50 a ton or more on every ton of ore they now have in sight. At present the company have opened up for over 100 feet along their principal vein of galena ore, and have at present over 14,000 tons of ore in sight. If this ore should all prove as rich as the shipments already made, the company should pay handsome dividends upon their capital stock of \$300,000.

We instance the Ibez of Slocan mine because we have personal acquaintance with the parties engaged in its development, and believe the facts placed before us to be true. But this is not the only rich mine of its class in the Slocan or other districts of West Kootenay. There are numbers as rich and some much richer, and the next year will we believe astonish the mining world with facts and figures about both gold and silver production in this wonderful West Kootenay region.

## British Columbia Fisheries

The year 1893 has quite unexpectedly proved a record year for the B. C. fisheries. It was in the ordinary course of things expected to prove an off year for the salmon run, but proved on the contrary, the season of the largest annual take on record in the Province's history. No less than 591,409 cases of salmon were put up by 45 canneries; of these 319,333 cases were packed on the Fraser river, 100,105 cases on the Skeena river; 107,487 cases on River's Inlet; 14,010 on the Naas river, and 22,700 cases at various other northern points. This output represents a value in round

figures of \$3,000,000 to which total a value of at least \$500,000 must be added for the output of fresh and salted salmon, either used at home or in other parts of Canada. The canners generally ascribe the unexpected run of the year in part to the Fraser River hatchery and plead urgently for the establishment of at least two other hatcheries, one to supply the needs of northern waters. These demands will probably be met by the Dominion Government, which has hitherto made a clear profit of nearly two-thirds of the receipts by it from this Province, in respect of fishing licenses and other dues, and have spent less than \$100,000 a year on fishery supervision and development in British Columbia. The Hon. Mr. Davies has, however, as Minister of Marine and Fisheries expressed himself in favor of the adoption of a more liberal policy in respect of British Columbia fishery aid, hence those interested in the industry are hopeful of still further developments from it. At least ten new canneries will begin operations this season, making 55 in all, and there is no reason to anticipate any falling off from even the record yield of 1890, the nearest approach to which was, it may here be mentioned, that of the season of 1893, when 590,229 cases were put up. It is interesting to note as regards the destination of most of the British Columbia salmon pack that considerably more than five-sixths of it go direct to England, for which a fleet of ten vessels carried during that 1890, five hundred and thirty-two thousand one hundred and sixteen cases. The home consumption of British Columbia canned salmon is, therefore, throughout Canada small by comparison with the foreign demand which is steady to be still steadily increasing.

It is satisfactory to note in connection with this branch of British Columbian industry that not only is the output large in amount and value, but so too are the profits which as a rule yield very considerably more than the average return on mercantile capital investments on this Continent. The halibut fishery is another growing industry of the Province and immense takes of fish, often weighing from 150 to 200 pounds each, are now being made in the northern coast waters. One steamer recently brought thence to Vancouver no less than sixty-six tons of this fish, representing some three days' fishing off the halibut banks.

The bulk of the fish caught go to the United States, much of it to points in New England and the industry is in fact controlled by American capital which, however, profitably employs an increasing number of British Columbian fishermen and other workers. A Norse colony lately established at Bella Coola is destined to supply the halibut fleet with a fine contingent of sturdy mariners.

The one branch of the B. C. fisheries which declined last year, was that of sealing. This proved somewhat unprofitable, only 55,857 skins being taken as against 74,124 in 1895, but the decline in the value of sealing was much more than compensated by the growth as above indicated in the salmon and halibut fisheries.

Large takes of sturgeon of fine quality and big bulk which on occasions reach a weight of 100 pounds, were also made last year as heretofore and for local consumption large catches were made of cod-herring, smelts, oolachans, crustaceans and other fish.

Promising attempts are being made by the Dominion fishery department to acclimatise the eastern lobster and oyster in British Columbia waters and a large distribution made during 1893 of white fish spawn in the lakes and rivers of the Province is confidently expected, in another 12 months or so, to add to the home fish supply an edible variety inhabiting large bodies of fresh water, which have long been known and famed in Manitoba.

The general result of the B. C. fisheries during the year just expired should place the Province as regards this great industry in a position second only in Canada to that of the famous Maritime Province of Nova Scotia, again which in generous rivalry Canada's Pacific Province is now entering the list.

It may be stated conservatively that the value of the B. C. fisheries of 1893, including sealing, must certainly have approached, if not exceeded, a total of \$4,500,000.



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## The Commercial

WINNIPEG, CANADA

## Lumbering in British Columbia

The yearly cut of British Columbia lumber continues steadily to increase and the output and export of 1896 both show very considerable advances on the production of the previous year, which in its turn showed a large gain upon 1891. There is no doubt that the area of the foreign shipments of British Columbian lumber is enlarging satisfactorily as its varied capabilities become more fully known in less timbered regions of the world accessible from the Pacific Coast, whilst the Province's lumber is also increasingly appreciated in Manitoba, the Territories and Eastern Canada.

The superior quality and great comparative cheapness of the British Columbia product sufficiently accounts for this.

The trouble, however, is that the prices paid for an ordinary British Columbian lumber have notwithstanding a slight advance earlier in the year, been throughout 1896 sadly unremunerative to the trade as a whole, though some of the small mills situate conveniently near to growing mining camps, have managed no doubt to make fair profits for their proprietors, being kept steadily busy for a long season. Hence, speaking of the industry as a whole, we have to repeat our observations in the Commercial Annual of 1895, it being still a fact that the good times of the period prior to and including 1890 have, as regard prices and profit, failed to return to the British Columbian lumber industry.

One main cause of this untoward state of things is the reckless cut-throat competition of a number of small and undercapitalised concerns, scattered up and down the lumber regions of the Pacific States.

Many of these concerns have gone and are going to the wall, involving losses all around to proprietors and creditors alike, but sufficient still remain to cut prices abnormally low, especially for the foreign output of Pacific Coast lumber. A valiant effort was made early in the year to raise prices on Pacific Coast lumber by a general combine of producers and for a time the effort in part succeeded, aided as it was by increased demands for lumber, caused by the development of the mine districts and the upgrowth of a number of new towns. But after awhile the usual rift appeared in the combine and prices again fell to the former unremunerative basis, and though exceedingly large shipments of lumber are now being made, especially from the Port of Vancouver, the profit returns are meagre indeed, and the labor employed at the mills is simultaneously in receipt of wages proportionately as low as the average profit of the industry. However, even under present conditions the trade is of great general value to the

Province employing, as it does, a small army of sturdy workers. The business is done on a strictly cash basis and the resulting shipping trade is of special value to the ports of the Province, since every ship that here loads lumber leaves on an average behind it some \$5,000 to \$6,000 in payment of supplies, stevedoring, towage, etc.

The B. C. lumber fleet of 1896 was the largest on record, the tonnage employed increasing from 70,310, in 1895 to 93,391, in 1896. In all during the year a fleet of 80 vessels anchored for loading lumber at British Columbia ports, and these with a very few exceptions, which had not quite completed loading at the end of the year, duly set out during 1896 for foreign ports. Vancouver was as usual with its sub Port of Moodyville the great lumber shipping centre and no less than 62 vessels of the lumber fleet loaded in the broad waters of Burrard Inlet. Sixteen others loaded at Chemainus, on Vancouver Island, four at New Westminster, one in Victoria and three at other points. Sixty-nine of these vessels took out 59,561,076 feet of lumber, and the remaining 17 may be estimated as shipping at least 11,000,000 feet of lumber additional, bringing the total value up to about \$610,000.

These figures, however, only tabulate and that roughly the lumber exported by water, and to get an adequate idea of the extent of the Province's timber industry, it must be remembered that vast quantities of lumber are either used at home or sent by rail east and south. It is difficult to estimate exactly the additional value of B. C. lumber used respectively in the Province and in West and East Canada and in the United States, but at a very conservative estimate the Province's output of lumber for 1896 may, even at the low prices then prevailing, be reckoned at a value of considerably over \$1,000,000 from all sources.

Mining and general depression at the Cape militated last year against shipments to British South Africa. The various Australian Colonies, recovering from their long season of depression, were, however, larger customers of the B. C. mills than heretofore, several cargoes being sent in particular to the gold fields of Western Australia, many shipments were made to Chili and the Chinese treaty ports of Shanghai and Tientsin. Other cargoes went to California, Japan, the Argentine Republic, Ecuador, France, Germany, United Kingdom and Gibraltar.

It is hoped that a large trade will be done this year with China, owing to the numerous railway undertakings projected in the Orient and efforts are also being made tentatively, with a view if possible to secure remunerative orders for British Indian railways.

Hence a large increase in the output for 1897 is already almost assured, another cause of this being the necessary increase in home consumption, due to the numerous mining camps which are starting

throughout the Province. However, although fairly assured of this increase of output, we can but hope, yet do not dare to prophesy, that a general rise in timber values may obtain, and thus once more make remunerative a great staple industry of British Columbia and the Pacific Coast.

One encouraging recent development in British Columbia lumbering deserves special notice. This is the manufacture of the rare and choice lumber known as Yellow Cedar or Cypress which is being conducted at Takush Harbor, on the north Coast of the B. C. mainland, by a strongly capitalised English company. This wood grows in a somewhat bleak district of the Province, is of much smaller size than the ordinary cedar but much closer and firmer in fibre and altogether harder in texture. It is admirably adapted for the choicest furniture and is one of the best woods in the world for machine pattern making. Vigorous efforts are already being made, therefore, to introduce this somewhat costly but specially serviceable wood into the markets of England, Eastern Canada, the United States and Australia.

The latest Provincial Government returns to hand all show that the total cut of B. C. timber during the year ending 31st December, 1895, not including that cut in the Dominion land belt and on the land of the Esquimaux and Nanaimo Railway, amounted to 112,881,610 feet, a total which would be slightly enlarged by the addition of the cut on the last mentioned land. This large total was undoubtedly considerably exceeded in 1896, and there is no doubt that the output of the previous record year, 1891, which amounted to 115,013,577 feet must, during the twelve months just expired, have been considerably exceeded. Seventy-five per cent. of the Province's total area of 382,300 square miles consists of woodland and during 1895, 495,316 acres of land were leased by the Province as timber limits at total rentals of \$45,502.

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