

ELEVENTH ANNUAL REPORT

—OF THE—

WINNIPEG BOARD OF TRADE,

—WITH THE—

→\* REPORTS OF \*

COUNCIL, TREASURER, COMMITTEES, &c.,

*Adopted at the Annual Meeting, held February 4th, 1890*

ISSUED BY AUTHORITY OF THE BOARD.



WINNIPEG:

PRINTED AT THE OFFICE OF "THE COMMERCIAL," JAMES ST. EAST.

1890.

# Winnipeg Board of Trade.

## OFFICERS AND COUNCIL.

### PAST PRESIDENTS.

Hon. A. G. B. Bannatyne	1879	C. J. Brydges	1883
A. F. Eden	1880	Kenneth Mackenzie	1884
W. H. Lyon	1881	Jas. H. Ashdown	1887
Joseph Mulholland	1882	Geo. F. Galt	1888
Jas. Redmond	1889		

### COUNCIL FOR 1890.

R. J. Whitla, <i>President.</i>	S. Nairn, <i>Vice-President.</i>
W. J. Akin, <i>Treasurer.</i>	Charles N. Bell, <i>Secretary.</i>
Geo. F. Galt, J. H. Ashdown, J. H. Housler, Jas. Redmond, Donald Fraser,	
G. F. Stephens, E. L. Drewry, G. R. Crowe, A. Macdonald,	
J. E. Steen; Lansing Lewis, W. D. Pettigrew.	

### BOARD OF ARBITRATORS.

A. Macdonald, K. Mackenzie, E. L. Drewry, G. F. Galt, G. J. Maulson,
S. A. D. Bertrand, J. H. Brock, R. T. Riley, S. Spink,
John Galt, Wm. Hespler, J. E. Steen.

### STANDING COMMITTEES.

July 2nd, 1889, to July 2nd, 1890.

### BOARD OF GRAIN EXAMINERS.

R. P. Roblin, *Chairman.*

J. A. Mitchell.	S. Nairn.	D. H. McMillan.	S. Spink.
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### BOARD OF FLOUR AND MEAL EXAMINERS.

S. Nairn, *Chairman.*

D. H. McMillan.	S. Spink.	F. W. Thompson.	Jas. Anderson.
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### BOARD OF HIDE AND LEATHER EXAMINERS.

F. Osenburgge, *Chairman.*

P. Gallagher.	J. Penrose.	N. Bawlf.	S. Spink.
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### GENERAL GRAIN COMMITTEE.

S. Spink, *Chairman.*

A. Atkinson, N. Bawlf, W. A. Hastings, J. A. Mitchell, D. G. McBean,
A. McGaw, G. J. Maulson, E. L. Drewry, J. A. Body, S. P. Clark,
R. P. Roblin, S. Nairn, D. H. McMillan, James Anderson,
D. Bawlf, H. Crowe, A. McBean, G. V. Hastings, F. W. Thompson.

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## \* LIST OF MEMBERS. \*

NAME.	FIRM.	BUSINESS.
Akin, W. J.	Dom. of Can. Mortgage Co.	Manager.
Aikins, J. S.	Aikins and Montgomery	Fin. Agts. and Real Est.
Atkinson, A.	Roblin and Atkinson	Grain Dealers.
Alloway, W. F.	Alloway and Champion	Bankers.
Anderson, Jas.	Hudson's Bay Co.	Mill Manager.
Anderson, T. A.	Merrick, Anderson and Co.	Stoves and Hardware.
Ashdown, J. H.		" "
Bathgate, Wm.	Man. Gas & Electric Light Co.	Manager.
Bawlf, D.		Grain.
Bawlf, N.		" "
Bell, C. N.	Board of Trade & Grain Exch.	Secretary.
Bethune, A. B.	Carscaden and Peck	Wholesale Clothing & Furs
Bertrand, S. A. D.		Official Assignee.
Body, J. A.	Body and Noakes	Oil Mills.
Breedon, H. M.	Bank Br. Nor. America	Manager.
Brock, J. H.	Carruthers and Brock	Insurance, etc.
Brydon, Wm.		Contractor.
Brydges, F. H.	Man. and Northwestern Ry.	Vice-President.
Bull, M.	Royal Soap Works	Manager.
Burridge, Jas.	Mgr. for E. and C. Gurney	Whol. Stoves and Scales.
Caldwell, J. F.		Financial Agent.
Campbell, R. J.	Sutherland and Campbell	Wholesale Grocers.
Campbell, A. P.		Grain.
Carman, J. A.	"The Manitoba Colonist"	Publisher.
Carruthers, J. F.	Carruthers and Brock	Insurance, etc.
Carveth, J. S.	Carveth and Co.	Pork Packers.
Chambers, J. H.	Paulin and Co.	Biscuit Manufacturers.
Champion, H. T.	Alloway and Champion	Bankers.
Clark, S. P.	S. P. Clark and Co.	Grain and Commission.
Clements, Geo.		Merchant Tailor.
Colquhoun, A.		Wholesale Liquors.
Crowe, G. R.	H. Crowe and Co.	Grain and Lumber.
Crowe, H.	" "	" "
Cummins, S. S.	The H. Smith-Arms Co.	Arms and Sporting Goods





*List of Members.*

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NAME.	FIRM.	BUSINESS.
MacArthur, D. ....	Com. Bank of Manitoba	President and Manager.
Mackdonald, Alex. ....		Wholesale Provisions.
Mackenzie, K. ....	Mackenzie, Powis and Co.	Wholesale Grocers.
McDougall, H. ....	Dun, Wiman and Co.	Manager.
McBean, A. G. ....	McBean Bros.	Grain Dealers.
McBean, D. G. ....	"	"
McBean, A. ....	McBean and Son	"
McBride, T. J. ....	Massey and Co., Ltd.	Agl. Imp. and Wagons.
McDonald, N. D. ....	N. D. McDonald and Co.	Plumbers & Gas Fitters.
McGaw, S. A. ....	Lake of Woods Milling Co.	Millers & Grain Dealers.
McMillan, D. H. ....	McMillan Bros.	"
Martin, Wm. ....	Martin, Mitchell and Co.	Grain and Elevators.
Mather, J. B. ....		Manufacturers' Agent.
Mathewson, F. H. ....	Bank of Ottawa	Manager.
Maulson, Geo. J. ....	Lon & Can. Loan & Ag'y. Co.	"
Miller, H. ....	Miller, Morse and Co.	Wholesale Hardware.
Mitchell, W. J. ....	Mitchell Drug Co.	Wholesale Drugs.
Mitchell, J. A. ....	Martin, Mitchell and Co.	Grain and Elevators.
Moffatt, Alex. ....	Drummond Bros. and Moffatt	Fin. and Ins. Agents.
Nairn, S. ....		Oatmeal Miller.
Nanton, A. M. ....	Osler, Hammond and Nanton.	Financial Agents, etc.
Ogilvie, W. W. ....	Ogilvie Milling Co.	Millers & Grain Dealers.
Ossenbrugge, F. ....		Tanner and Furs.
O'Loughlin, J. M. ....	O'Loughlin Bros. and Co.	Wholesale Stationery.
Parsons, S. R. ....	Parsons, Bell and Co.	Wholesale Stationery.
Patton, F. L. ....	Union Bank of Canada	Manager.
Pettigrew, W. D. ....	W. D. Pettigrew and Co.	Stoves and Hardware.
Porter, Jas. ....	Porter and Ronald	China and Glassware.
Powis, Rd. ....	MacKenzie, Powis and Co.	Wholesale Grocers.
Preston, T. H. ....		Publisher.
Redmond, Jas. ....	Ames, Holden and Co.	Whol. Boots and Shoes.
Richard, J. A. ....	Richard and Co.	Whol. Liquors and Cigars.
Richardson, R. D. ....		Publisher and Stationer.
Richardson, C. S. ....		"
Riley, R. T. ....	Sanford and Co.	Wholesale Clothing.
Robinson, Capt. W. ....	N. W. Navigation Co.	Manager.
Roblin, R. P. ....	Roblin and Atkinson	Grain Dealers.
Rowbotham, S. A. ....		Financial Agt. & Real Est.
Rublee, M. W. ....	Rublee, Riddle and Co.	Wholesale Fruits.
Russell, Jno. ....	Freehold Loan Co.	Local Manager.
H. N. Ruttan. ....		City Engineer.
Ryan, Thos. ....		Whol. Boots and Shoes.

NAME.	FIRM.	BUSINESS.
Scarth, W. B.	Can. Northwest Land Co	Managing Director.
Sharpe, H. E.	Imp'l Oil Co	General Agent.
Steen, J. E.	"The Commercial"	Publisher.
Stephens, G. F.	G. F. Stephens and Co	Wholesale Paints & Oils.
Stobart, F. W.	Stobart, Sons and Co.	Wholesale Dry Goods.
Strang, Andrew	Strang and Co.	Wholesale Grocers.
Spink, S.		Grain Dealer.
Spera, A. E.	Cornell, Spera and Co.	Whol D.G. & Smallwares.
Sprague, D. E.		Lumber Mills.

Thompson, W. J.	Thompson, Codville and Co.	Wholesale Grocers.
Thompson, G. R.	G. R. Thompson and Co.	Jewellers.
Thompson, F. W.	Ogilvie Milling Co.	Manager.
Turnbull, J. H.	Turnbull and McManus	Sash and Doors.
Turner, J. L.	Turner, Mackeand and Co.	Wholesale Grocers.

VanAllen, E.W.H.	Massey and Co., Ltd.	Wagons & Ag'l. Impl'ts.
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Walsh, J. M.	Dominion Coal Co.	Coal, Coke, etc.
Watson, W. W.	Watson Manufacturing Co.	Agricultural Implements.
Webbrook, H. S.		" "
West, David.	Standard Oil Co.	General Agent.
Whitla, R. J.	R. J. Whitla and Co.	Wholesale Dry Goods.
Wickson, A.	Merchants Bank	Manager.
Williams, H. N.		Agent.
Williams, John		Agricultural Implements.
Wilson, Jno.		Grain Dealer.
Wood, Geo. D.	G. D. Wood and Co.	Wholesale Hardware.



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## REPORT OF COUNCIL.

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WINNIPEG, Feb'y. 4th., 1890.

*The Members of the Winnipeg Board of Trade.*

GENTLEMEN :

The Council present to you their Eleventh Annual Report on matters receiving the attention of the Board during the past year :—

### RED RIVER NAVIGATION.

At the last Annual Meeting the Board appointed a committee "to enquire into the question of extending the deep water navigation of the Red River to this city."

The Committee held several meetings and conferred with many persons familiar with the navigation of the Red River and Lake Winnipeg, and others connected with the shipping interests involved. A considerable amount of data relating to the trade and resources in fish, lumber, ties, firewood, stone, minerals etc. of the Lake Winnipeg country was secured and collated. In February 1889, on the occasion of a visit of Messrs. K. McKenzie and H. N. Ruttan to Ottawa, they were requested to wait on the Minister of Public Works and lay before him data which had been collected showing the necessity of having the Red River, between the lake and this city, so improved that its navigation by vessels of sufficient draught to run on the lake would be made possible.

On their return the delegates submitted the following report :

WINNIPEG, 8th April, 1889.

*The President and Members of the Winnipeg Board of Trade.*

GENTLEMEN :

Your delegates appointed to interview the Government and urge upon them the necessity of improving the navigation of the Red River, have the honor to report as follows:

On the 5th March, accompanied by Messrs Daly, Ross and Watson M.P.'s, Ald. Colin H. Campbell, Messrs. Leacock, Kennedy and others, your delegates had an interview with Hon. Sir H. L. Langevin, Minister of Public Works and Mr. Perley, Chief Engineer of the Department, in reference to the improvements necessary for the navigation of the Red River. The advantages to be derived from the proposed improvements were pointed out and the matter was fully discussed.

Sir Hector requested your delegates to prepare a memorandum stating as fully as possible, in detail, reasons for the proposed improvements. The following memorandum was therefor prepared and sent to him:

OTTAWA, 8th, March, 1889.

SIR:

As requested by you the undersigned delegates from the City Council of Winnipeg and the Winnipeg Board of Trade have the honor to submit the following information in reference to the improvement of the Red River:

1. The objects sought in advancing the improvement of the Red River are:

- (a) The development of the timber and mineral resources of Lake Winnipeg and its tributary streams.
- (b) The reduction in the price of fuel to the people living on the Red River between Lake Winnipeg and the International Boundary.

- (c) Facilitating, or rather making possible, the export of lumber, iron ore, flagstones, etc., to the towns on the Red River in Minnesota and Dakota.
- (d) To enable grain and other produce to be shipped from any point on the Red River to the railways, it being quite probable that larger quantities of Minnesota and Dakota grain would be thus transferred to the Canadian Pacific Railway for shipment east, and generally to create industries which will give employment to large numbers of men and develop the resources of the country.

2. The dredging already done by the Government at the mouth of the Red River has been of so much benefit, that the amount of shipping has quadrupled and the rates of freight are about one fourth what they formerly were. It is believed, however, that with the present facilities for navigation the Lake Winnipeg trade has reached its maximum. With the improvements proposed the undersigned have undoubted authority for saying that the Lake Winnipeg trade would be increased ten-fold, while a large local trade on the Red River would be developed.


In the matter of cordwood alone it is estimated that \$500,000 worth per annum is now used along the Red River in Manitoba. If this wood could be brought by boat from Lake Winnipeg a saving of \$200,000 per annum to the consumers would be effected.

3. The chief obstruction to navigation occurs at the St. Andrew's Rapids between Lake Winnipeg and Winnipeg.

Between Winnipeg and the Boundary Line, except in the driest seasons, the river is navigable.

From the International Boundary southward the river has been improved by the U. S. Government, and affords navigation, to vessels of five feet draught, for a distance of 260 miles.

It is estimated that the cost of improving the St. Andrew's



Rapids would not exceed \$300,000, and it is thought that the increase in Government Revenues from lumber, ties, cordwood, minerals, etc., would be more than sufficient to pay the interest on the cost of the necessary improvements.

The undersigned would therefore on behalf of the bodies which they represent beg your consideration of the above statements, and would request that, if possible, works that would aid so materially the development of the country, be undertaken by the Government.

For Winnipeg Board of Trade,

{ K. MCKENZIE.  
H. N. RUTTAN.

For City Council of Winnipeg,

{ K. MCKENZIE.  
C. H. CAMPBELL.  
H. N. RUTTAN.

THE HON. SIR H. L. LANGEVAIN, K.C.M.G., ETC., ETC.

*Minister of Public Works, Ottawa.*

At a subsequent meeting held on the 19th March the matter was again fully discussed and at Sir Hector's request the following letter was transmitted to him:

OTTAWA, March, 20th, 1889.

SIR:

In reference to the interview of Messrs Scarth, Ross and Daly, M.P.s and myself, with you yesterday in the matter of the Red River navigation improvements, it was suggested that in the event of the surveys not being far enough advanced to enable the construction of the necessary works to be proceeded with, it would be an important step towards the object desired if complete surveys were made this year.

I would therefore respectfully beg your consideration of the matter, which, as stated in the communication of the 8th inst. from the delegates of the Winnipeg City Council and Board

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of Trade, is one of such great importance to the people of the Red River Valley.

I have the honor to be,

Your obedient servant,

H. N. RUTTAN.

HON. SIR H. L. LANGEVIN, K.C.M.G., ETC., ETC.

*Minister of Public Works, Ottawa.*

The matter it is understood has not been finally disposed of by the Government. Your delegates are of the opinion that something will be done this year towards completing the surveys."

Notwithstanding the promises made by the Minister of Public Works nothing has been done during the past summer or this winter to secure the information said to be lacking. It has been especially pressed on the attention of the Minister by the Council and by W. B. Scarth M. P., that owing to the unprecedentedly low stage of water in the river an opportunity is afforded to remove boulders, make soundings, take levels etc., at an extremely low cost to the Government, but no action has been taken.

In October, Mr. Nairn, when acting as a member of the Board of Flour and Meal Examiners at Montreal, was requested to wait on the Department and press for some active work on the river improvements. Owing to the absence of the Minister and his Deputy nothing resulted from Mr. Nairn's visit.

During last month at the request of the Council, Mr. Scarth has again been in communication with the Minister of Public Works, and the matter has so far progressed that the Minister states that a report has been made to him on the subject by his engineers, but as far as can be learned he, for the present, declines to state the nature of this report.

The Council recommend that every effort in the power of the Board be exerted to have this work done by the Dominion Government at the earliest possible date. The *Monetary*

*Times* in referring to this undertaking put the case in a nutshell when it said: "In aiding to remove the obstacles in the navigation of a great river, the Dominion Government would be acting in the straight line of its duty."

#### CANAL RATES DEPUTATION.

Mr. K. McKenzie acted as a delegate from this Board, to join with a large deputation of representatives of Eastern Boards, in waiting on the Dominion Government to request that a reduction be made in the canal toll rates. The result was quite satisfactory. The people of this Province are deeply interested in the matter of canal accommodation between the Great Lakes, and the Council would advise that some action be taken to confer with the Port Arthur Board who have already brought the subject to the notice of this Board.

#### CONFERENCE.

In accordance with the motion passed at the last Annual Meeting invitations were sent to all Boards of Trade in Manitoba and the Northwest Territories, and to the Board at Port Arthur, to send representatives to a meeting to be held in this city on the 15th February to decide on taking united action to secure changes in the General Inspection Act. The Boards at Port Arthur, Portage la Prairie, Minnedosa, Brandon, Qu-Appelle and Regina accepted the invitation and delegates met in conference in the rooms of this Board on the above date. The particulars of the work then done appears in the report of the General Grain Committee.

#### GRAIN INSPECTOR.

In February last the Department of Inland Revenue notified the Board that the resignation of Capt. Wm. Clark as Grain Inspector at Winnipeg had been accepted and it was intimated that the views of the Board, regarding the situation as it stood, would be considered. At that time Messrs. David Horn and Jas. Massie were jointly acting as Inspectors pending the

return of Capt. Clark to his duties. The Inspection Act then made no provision for the appointment of Deputy Inspectors of Grain. The Act as amended in April following now provides that all Inspectors of staples shall appoint deputies when required so to do by the Board of Trade in the Inspection District wherein they hold office.

After consideration the Council recommended to the Minister of Inland Revenue that the Grain Inspectorship then in existence be cancelled and that Mr. D. Horn be reappointed as Inspector and Mr. Jas. Massie his deputy.

#### GRAIN INSPECTION AT DULUTH.

Early in September it became apparent that there would be more or less difficulty experienced in shipping Manitoba grain via Duluth, insofar as the details of inspection were concerned and the matter having been laid before the Council received full consideration after which the following resolution was sent to the Minister of Inland Revenue.

"That the sanction of the Minister of Inland Revenue be requested to the issuing at Duluth, Minnesota, by a Deputy Grain Inspector, under the jurisdiction of Inspector Horn, of Winnipeg, of inspection certificates for grain grown in Manitoba and the Northwest Territories of Canada and shipped from Manitoba via the United States under Canadian Customs seals and accompanied by Canadian Customs car manifests."

The reasons given for making this request were:

By having a Deputy Inspector at Duluth, grain from Manitoba could be graded as it arrives at the transfer elevators, and also when it leaves the bonded bins to make up cargoes, which is the practice followed at Port Arthur and Fort William. By this means cargo inspection certificates could be issued, and the purchaser furnished by the seller with direct proof of grade. Unless an inspector grades wheat from the elevator into vessel and issues a cargo certificate, there will always be a difficulty in absolutely proving to consignees that the grain shipped from bonded bins is equal in

grade to the standard, unless the cargo is reinspected at point of destination. A few cases of difficulty of this kind and Manitoba shippers would prefer to take Duluth inspection, (on Minnesota standards) and the commercial identity of Manitoba wheat would then be lost and to all intents and purposes the word "Manitoba," as applied, under our Canadian inspection, would be replaced by "Duluth." This is entirely opposed to the wishes of Manitoba shippers, and they much prefer to have 'Manitoba' grain retain its name by means of inspection by a Canadian Deputy Inspector at Duluth.

It is especially desirable to have the proposed Deputy Inspector at Duluth under the jurisdiction of Inspector Horn, as after the close of navigation at Duluth his services could be utilized by Mr. Horn in Manitoba for grain consigned both via the Canadian Pacific Railway and by lines through the United States, and by this means the services of a thoroughly competent man would be secured and his salary made good from his own earnings under the legal fees.

Exporters are quite satisfied to pay the Duluth Deputy the regular inspection fees, and Inspector Horn to assume responsibility for the acts of his deputy controlling his movements as in the case of his other deputies.

It is to be clearly understood that the bonding arrangements required by the Canadian and United States Customs absolutely protect the grain from Manitoba from admixture with American grown grain, and that the desire for Canadian inspection at Duluth is solely for the purpose of retaining the Canadian grades and to preserve for North-West shippers and consignees in eastern Canada and foreign countries, the benefits ordinarily derived from the working of the General Inspection Act of Canada.

The Canadian Customs Department has an officer stationed at Duluth to supervise all transfers of merchandise and grain from cars or vessels to or from warehouses and elevators; and this Board cannot foresee any objection to a Deputy Grain Inspector also acting there to protect shippers and consignees

from injury or loss, especially as the cost of his services is borne entirely by the trade."

In due course the following answer was received from Ottawa:—

"In reply to your communication of the 4th inst., I am directed to state that the Inspection Act authorizes only the appointment of Inspectors and Deputy Inspectors in certain districts within the Dominion, and that the Governor-in-Council has not the power to appoint Deputy Inspectors to act in any foreign country.

The Inspector, Mr. Horn, cannot therefore appoint a deputy to act at Duluth."

#### ARBITRATION BETWEEN INSPECTORS.

Prior to May last, all differences that arose between Inspectors as to the true quality or grade of any grain inspected by one of them and re-inspected by another in Canada, were to be settled by a Board of Arbitrators in Toronto. The delegates of this Board to Ottawa, in April, represented to the Government the unfairness of this mode of settlement, and the great inconvenience and expense attending cases where the Inspectors at Winnipeg and Port Arthur were concerned. The Order-in-Council creating the Toronto Board of Arbitrators was cancelled on the 12th May, as to the clauses mentioned, and the following given its place:

"The said Board shall be empowered, under the 8th subsection of section 8 of the Act 48, 49 Vict., cap. 66, to determine all differences between any two Inspectors of Grain within that portion of Canada lying east of the Grain Inspection District of Port Arthur."

The Department of Inland Revenue intimated that if this Board made nominations for Arbitrators having jurisdiction west of Port Arthur, an Order-in-Council would be passed giving them powers similar to those enjoyed by the Toronto body. The following members of the Board were nominated,

viz. : Messrs. S. Spink (Chairman), S. Nairn, Geo. J. Maulson, A. Atkinson and F. W. Thompson.

This Board has not yet been gazetted, but as any case arising remains in the hands of the Minister of Inland Revenue for settlement by such means as he may decide, no doubt the interests of the western Inspectors are protected.

#### FLOUR AND MEAL EXAMINERS.

The Annual Report of the Flour and Meal Examiners is presented herewith.

Since the submission of this report the Examiners sent two delegates, Messrs. Nairn and Bell, to the Annual Meeting, held at Montreal, for the striking of the Dominion Standards of Flour and Meal for 1899-90 season. The delegates on investigation found that the only points in Canada where Flour Inspection is in operation are the cities of Montreal and Quebec, and that practically the only call for inspection comes from Quebec, and, to a lighter extent, from the Maritime Provinces. During the year ending 30th June last the total quantity of flour inspected at Montreal and Quebec was 107,473 barrels. Only 355 barrels of oatmeal underwent inspection during the year. Manitoba ground flour is sold almost entirely on the mills reputation and brands. The trade here have not seen fit to press for the appointment of an Inspector, but the arrangements have all been made to put the Act into force when it is considered advisable to do so.

#### HIDE AND LEATHER COMMITTEE.

The Hide Inspector, in submitting his return in July last, reported as follows:—

“There is still room for improvement in the take off and mode of shipment of country hides. I shall be pleased to point out to any one, each and every part of an inspected hide, and thus enable the owner to do better with his hides. So long as they neglect their interests in preserving and pre-



paring hides, just so long will complaints be made of the inspection."

The returns of hides inspected in Canada contained in the Annual Report of the Minister of Inland Revenue for 1888-89 show that in proportion to the total number inspected the hides marketed in Manitoba are graded very low. This to a very great extent is due to the lack of care exercised in stripping from the animals, and results in great loss to the Province.

It must be noticed that the returns made by the Winnipeg Inspector do not cover all the hides exported from Manitoba. The Inspector has no compulsory power, but inspects only such as dealers may submit to him for certificate and branding. It follows that shipments made from points other than Winnipeg rarely undergo inspection. So, too, the hides marketed in the city in winter, which are in a frozen state, are usually shipped to eastern Canada and to the United States without inspection. The apparently small number of hides sent out of the Province is thus explained.

The Minister of Finance for Canada in his last budget speech drew attention to the fact that eastern tanners had borne testimony that hides from Manitoba and the Northwest Territories made the best leather manufactured by them.

Following are extracts from the report of W. J. Bird, the Hide and Leather Inspector, for the half year ending 31st Dec. last :

"In presenting this report I must call attention to the increase of No. 1 over all previous ones, the total number for the year 1888 was 16,576 graded as follows :

No. 1.....	8,105
No. 2.....	7,478
No. 3.....	993

16,576

While the number for the year 1889 was 18,599, graded as follows:

No. 1 .....	10,352
No. 2 .....	7,563
No. 3 .....	684
	<hr/>
	18,599

An increase of 2,023 and all included in the highest grade. A great improvement in one year. The time is coming when all sales will be made on inspection. I earnestly desire the time when I can open an office where all persons can avail themselves of the benefit of the Inspection Act and reap the reward of the carefulness bestowed on green and cured hides which they require. I may also add that the pamphlets issued by your board, are, as shown by this report, doing great good.

W. J. BIRD.

*Inspector.*

#### DAILY WEATHER REPORTS.

The Board last year petitioned the Department of Marine and Fisheries to furnish Manitoba with daily forecasts of the weather, such as supplied to all telegraph stations in the eastern provinces. The final reply received from the Department, after correspondence on the subject, was to the effect that the estimates of cost for the telegraphic service were so great that nothing could be done last year.

The matter has not been allowed to rest, and with Mr. Scarth's assistance it is likely that a sum will be placed in this year's estimates to cover the cost of probability reports.

There can be no doubt but that an efficient report service would be of great value to the farmers within reach of stations or where the proper signal discs carried by trains could be seen. The effect of rain storms in summer, if foreseen, can be, to a great extent, guarded against. The extreme value of these weather reports in many other directions, need not be mentioned here. Everything that tends to supply information

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that will assist the farmer in marketing his crop in good condition should be sought after by this Board. The Council cannot see any reason why the residents of this Province should not receive information that is supplied freely to the people of the eastern provinces and without hesitation, by the Dominion Government.

#### MAIL SERVICE.

On several occasions during the past year committees of the Council waited on the Postoffice authorities and communicated with the Department at Ottawa in regard to improved mail service in Manitoba. A request was received from residents of Southwestern Manitoba asking assistance in pressing the claims of people beyond Deloraine to two mails per week instead of one. A deputation waiting on the Postoffice Inspector, he informed them that this matter was being considered by the Department and that as soon as the revenue would warrant it, it was likely a second mail per week would be granted. In April a deputation of this Council with R. Watson, M. P., waited on the Postmaster General in Ottawa and again laid before him the case of the mail service on the Glenboro branch of the C. P. R., where, though three passenger trains per week are run only two of them convey mails. In reply to the request for a third mail the Postmaster General stated that the receipts on that line were too limited to permit of a more extended service and that until the revenue became greater he could not grant the request preferred.

This matter has again been taken up and Messrs. Scarth and Daly, M.P.'s, are now pressing it on the attention of the authorities.

A deputation waited on the Postoffice Inspector here and asked that the number of locked drawers in the Winnipeg office should be increased and that better facilities should be provided for the mailing of parcels and papers. The number of drawers now in the office is totally inadequate to meet the demand, and as there is ample space for increasing the number there seems to be no good reason for the Department not sup

plying them, especially as the revenue from rentals would be increased. The office lacks a drop or slide for mailing parcels of even moderate size, and the only means now available is to hand them in through the wicket, which being closed at nine o'clock, p.m., practically prohibits the posting of parcels after that hour until the opening of the office in the morning, causing great inconvenience to the public, which might easily be removed. The council is informed that this matter is in the hands of the Public Works Department officials at Ottawa and that though they obtained from their officer here an estimate of the cost of a proper mailing slide they have not proceeded to do the work. Mr. W. B. Scarth, M.P., is now, at the request of the council, pressing for the completion of these improvements.

Another deputation sent a request to the Postmaster General, through the Inspector here, asking that a mail be carried through to Calgary on the local trains leaving here on Wednesdays. The mail leaving Winnipeg on those trains only going as far as Brandon. No result followed this effort for improved service.

#### EXTRADITION BILL.

Mr. Scarth, M. P., forwarded to the Board, in March last, a copy of the Weldon Extradition Bill asking that an opinion should be expressed as to its merits. In common with the prominent boards in Canada this Board endorsed the principles on which the bill was founded and a resolution to that effect was wired to Ottawa. The bill passed the House but has not yet been put into force.

#### IMMIGRATION AGENTS.

The Council having represented to the City Council on the 25th March, 1889, that, while most of the small provincial towns and villages were represented at the Winnipeg railway stations by immigration agents, no representatives of Winnipeg had been appointed. Action was taken by the City

council and two agents were placed on duty, and so far as can be learned they did excellent service during the summer.

#### TRADE TERMS.

Finding that the trade terms relating to storage and sales of grain and flour in use at Toronto and Winnipeg differed materially from those adopted in Montreal, and loss having occurred to members of this Board in consequence of the confusion of such terms, the boards at Toronto and Montreal were communicated with in the hope that some common understanding might be arrived at. Replies were received that the matter would be referred to their grain committees, but so far no further action seems to have been taken. The flour delegates discussed the question with the secretaries of the above bodies in September last and are satisfied that the result will be satisfactory.

#### ASSINIBOINE WATERPOWER

A special general meeting of the Board was held on the 18th July to consider the matter of the City Council having given the first reading to a By-law to be submitted to the rate-payers of Winnipeg to raise \$400,000 to be applied to the development of the Assiniboine waterpower. After a lengthy discussion the following resolutions were passed:

*Resolved*, "That this Board while believing in the feasibility of the Assiniboine waterpower scheme as reported by City Engineer Ruttan and endorsed by J. F. Fanning, C. E., of Minneapolis,—and being also satisfied of its power for great good to the city of Winnipeg, and probable large profit to its incorporators, if properly managed—consider that it would be injudicious on the part of the city at the present time to incur the liability (stated to be from \$400,000 to \$500,000) necessary to complete the said works, in view of the already large indebtedness of the city, and the probable increase of the same, in the early future, for an extension of the sewerage system and other street improvements."

*Resolved.* "That the thanks of this Board are hereby tendered to the Winnipeg City Council of this and last year for the prompt manner in which they have carried out the request of this Board in taking steps to demonstrate the feasibility and value of a waterpower on the Assiniboine river at or near this city."

#### AMENDMENTS TO BY-LAWS

Due notice having been given at the regular quarterly meeting in October, at a special general meeting held on the 12th December the following amendments to the by-laws were made.

Sec. 3 subsec 1. By striking out all the words beginning at the words "nomination" in the tenth line down to the word "purpose" at the end of the twenty-sixth line.

Sec. 7 subsec 4. By striking out the last six words.

Sec. 7 subsec 5 By substituting the word "Board" for "Council."

By the addition to the By-laws of a new Section "No 9," to read as follows:

#### "Amendment of By-laws"

"These By-laws can be amended only at a general or special general meeting of the Board after notice has been given at a general, or special general meeting, of the Board, held at least one week previously, and by a two thirds affirmative vote of all members present."

The above amendments were made to the By-laws as printed in 1888 after adoption at a general meeting held on the 8th April, 1888.

The mode of electing officers, Council and Board of Arbitrators in force last year did not prove satisfactory and a return has been made to the original system.

#### DUTY ON FLOUR.

On the 2nd December a deputation of millers from the Grain Produce Exchange requested the Council to appoint a



Committee to confer with them regarding the advisability of petitioning the Dominion Government to equalize the duty on flour with that on wheat, imported into Canada. The Council decided to appoint an independent committee to enquire into the question and instructed them to report to a special general meeting of the full Board. On the 12th December the committee, after holding several meetings, made their report and recommended the passing of the following resolution:

"Whereas the customs duty on flour imported into Canada, is 50 cents per barrel, and the duty on  $4\frac{1}{2}$  bushels of wheat, which, as per the Government standard, is required to manufacture one barrel of flour, is  $71\frac{1}{4}$  cents; thus presenting the case of the raw material being taxed a greater amount than the manufactured article, the product of that raw material;

"And, whereas, the policy of the Dominion Government is, that of protection to home industries;

"And, whereas, while as petitioners, we directly refrain from expressing an opinion as to the merits or demerits of the general protection policy now ruling, we strongly hold that the effects of that policy, so long as it be in force, should be harmonious and evenly distributed;

"Therefore, be it resolved, that this Board, in view of the anomaly presented petition the Dominion Government to equalize the duty on flour with that on wheat imported into Canada, so that Canadian millers be not handicapped by the bonus now practically granted to foreign competitors.

The resolution was discussed and adopted and a copy ordered to be forwarded to Ottawa.

The Boards of Trade at Portage la Prairie, Brandon, Moose Jaw, Port Arthur, and Regina, with a large number of Municipal Councils throughout Manitoba, have since passed the same resolution.

#### TRANSFER RAILWAY.

At a special general meeting held on the 12th December, the following resolution was adopted. It explains itself:

"Whereas, it is of importance that every facility for the in-

terchange of products and merchandise from one part of the country to another should exist;

"And, where-as this principle has been affirmed by the General Railway Act of the Dominion providing for connection between railroads which intersect, join or unite;

"And, whereas the Northern Pacific and Manitoba railway have now a railway system within this Province of nearly two hundred and fifty miles, and a considerable portion of the same has been in operation for a length of time, but up to the present have no point of connection with the Canadian Pacific Railway.

"And, whereas the Winnipeg Transfer Railway did on or about the beginning of August last, or four months since, make application to the Railway Committee of the Privy Council to approve the plans of a connection with the Canadian Pacific Railway, which was intended to enable the interchange of traffic between that road and the Northern Pacific and Manitoba Railway, and have since renewed and pressed that application;

"And, whereas the public convenience requires such means of transfer, and the want of it has caused much loss and delay by necessitating the teaming of goods from the one road to the other;

"Therefore, be it resolved that this board respectfully request the Railway Committee of the Privy Council to provide for the said connection, and that a copy of the same be forwarded to the Right Hon. Sir John A. Macdonald, with a request for immediate action in the premises."

The Council regret to learn that the Railway Committee have since refused to allow the connection to be made.

#### NEW BOARDS OF TRADE.

Several new boards have been organized in Manitoba and the North-West Territories during the past year and in most cases they have asked for copies of our by-laws and information regarding the legal method of organizing and register-

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ing their associations, all of which has been cheerfully supplied. On all occasions, when communications have been addressed to our sister associations in the Province and Territories, asking for co-operation in matters affecting this western part of Canada, they have responded with energy and effect. The boards now shown on the register of the Secretary of State, as in existence west of Lake Superior and east of British Columbia, are: Port Arthur, Rat Portage, Winnipeg, Portage la Prairie, Brandon, Virden, Manitou, Regina, Moose Jaw, Edmonton and Prince Albert.

The General Board of Trade Act requires that not less than thirty merchants, traders, brokers, agents, mechanics, etc. should form a board, elect a secretary and report the fact to the Secretary of State for Canada. The district for which the Board is formed must contain not less than 2,500 of a population. The application for registration must set forth:

1st. That the undersigned have associated themselves together as a Board of Trade.

2nd. The name by which it shall be known.

3rd. The place of headquarters.

4th. The name of the Secretary as elected.

The above statement to be signed and sealed by each member and transmitted by the Secretary with an affidavit by him that the foregoing declarations are correct; that the parties thereto are all qualified to become members under the provisions of the statute; and that the district named has a population of over 2,500.

The fee for registration is but one dollar.

#### PETROLEUM INSPECTION.

The following petition of the dealers and importers of illuminating oils was presented to the Council and a request made that it should endorse the statements contained therein. After due enquiry the Council acceded to the request.

*"To the Honorable the Minister of Inland Revenue,*

SIR,—

*Ottawa,*

The undersigned merchants of the City of Winnipeg, Province of Manitoba, dealers and importers of illuminating oils, respectfully beg to petition that you will take into consideration the advisability of securing an amendment to "The Petroleum Inspection Act," Sec. 15, clause 2, whereby petroleum may be imported into the City of Winnipeg from the United States in tank cars.

We would draw to your notice that as the Act referred to now stands, we are compelled to import petroleum in barrels, which results in great loss to ourselves, and is in no way productive to the benefit of any interests, for the following reasons :

1st.—Owing to the extreme length of the carriage from the point where the oil is shipped.

2nd.—From the effects of the extremely low temperature which prevails in this Province during the winter season, and the excessive heat in summer, resulting in the bursting and straining of wooden barrels to such an extent that loss from leakage is excessive.

3rd.—That we now have to purchase barrels in the United States, thereby giving to the Americans all profit on the material and labor required to furnish the barrels, while on the contrary, if we are permitted to import our petroleum in tank cars, and return the tank cars when emptied, we will purchase barrels (in a knock-down form) in Ontario, and employ the necessary labor in this city to set them up ready for use. Whereas, now a large amount of cash is sent out of the country to pay for these barrels, we would pay and retain in Canada, cash to the amount of \$1.50 per barrel. As the case now stands, the number of barrels required to be imported is so much greater than can be utilized for local purposes, we are compelled to reship the empty barrels to the United States for refilling.

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We also beg to draw to your notice that when barrelled petroleum is now imported, on arrival here the oil is at once poured into stationary iron tanks, which are under the lock and seal of the officials of your Department. We respectfully submit that, as far as protection to the revenue is concerned, it would be much greater in the case of importations in tank-cars, as the tanks would pass directly from the railroad company into the hands of your officials, and remain in their possession during the process of passing customs and emptying them into the sealed tanks controlled by them.

In view of these circumstances, which are open to the investigation of your department, we respectfully beg that you will grant us relief from the heavy loss annually inflicted by the application of the Act as it now is, by making Winnipeg a point to which importations of petroleum in tank cars, from the United States, may be permitted under any restrictions necessary to secure the revenue interests."

#### PROVINCIAL EXHIBITION.

The Council strongly recommends that a deputation of this Board be appointed to wait on the Provincial Government to urge that a Provincial Exhibition should be held this year. No better means could be adopted to advertize the agricultural, dairy and stockraising resources of this province than by the holding of such an exhibition. No doubt the railroads would grant special rates, and if necessary run farmers' excursion trains from the eastern provinces, during the exhibition week.

#### DISTRIBUTION OF LITERATURE.

Several hundred copies of the last annual report, with such literature relating to the resources and development of Manitoba as could be procured for distribution have been sent out to places in Canada and abroad where they would receive attention.

The Council desire to call attention to the fact that it has not any good pamphlet advertising Winnipeg or the Province

and from the requests made to the Secretary there is no doubt that such a publication is urgently required. Such offices as that of the High Commissioner for Canada, in London, annually request to be supplied with a number of our annual reports and other publications. Letters are constantly being received by the Secretary asking for information about the city and province, all of which are answered, and supplies of such literature as is procurable sent. Correspondence on this subject from Great Britain, the United States and Eastern Canada has been received, persons at so far distant points as Alaska seeking information.

#### THE LIBRARY.

The departmental and other reports of the Dominion have been regularly received during the year. Our list of exchanges with trade bodies in Canada and the United States has been extended and, through the kind assistance of Consul Taylor, we are in receipt of the regular issues of several departments of the United States Government. A large number of valuable pamphlets on trade matters have been added to our collection. Most of the trade journals of Canada are kindly furnished free of charge by the publishers for the office files. A large number of strangers visiting the city find their way to the library in quest of information which is cheerfully supplied. Several American, English and Canadian newspaper correspondents visiting Manitoba to write up the province have been supplied with the necessary data by the Secretary. The Commercial Travellers' library remains on our shelves for reference, and it is intended to increase the collection this year.

#### FREIGHT RATES.

The old question of discriminating freight rates has again engaged the attention of the Council, but as the matter is still one of negotiation, we would prefer to leave the same to be the subject of a report to the Board so soon as a definite conclusion is arrived at.



#### FARMERS EXCURSIONS.

A committee of the Council waited on the C. P. Railway authorities here, in March last, regarding farmers' excursions from Eastern Canada. They were assured that as many trains would be run as would meet the demands made, a promise that was amply fulfilled.

#### MEMBERSHIP.

The membership on the roll last year was 142 but several members have been excluded from this year's list through death, removal from the Province and non-payment of dues. Members' accounts were closed on the 31st December instead of immediately before the annual meeting as has been customary, and it is likely that a few names struck off the roll will be reinstated. The number of members at present in good standing is 130.

#### COUNCIL MEMBERSHIP.

It is recommended that the new Council consider the advisability of having their number increased to 20, so that a larger proportion of the members of the Board will assume the work. By such an increase a better representation of the various lines of trade could be had.

#### DEATHS.

On the 17th Feby, 1889, the Board suffered in the loss by death of Mr. C. J. Brydges, one of its oldest and most valued members and past presidents.

In May, the Hon. A. G. B. Bannatyne, our first President, and one who did much for the Board, died in St. Paul, Minn., after a lingering illness.

On the 9th January of this year, another trusty member and friend of the Board, in the person of Mr. K. Murchison, was removed by death.

All of which is respectfully submitted.

D. H. McMILLAN,  
*Vice-President.*  
CHAS. N. BELL,  
*Secretary.*

**TREASURER'S STATEMENT.***For Year ending December 31, 1889.***RECEIPTS.**

To Balance from last year .....	\$ 268 09
" Received Entrance Fees and Subscriptions ....	1,255 00
	<u>\$1,523 09</u>

**DISBURSEMENTS**

By Paid Secretary's salary, 11 months, ending 31st December, as guaranteed .....	\$ 641 69
" " Expenses of Deputation to Ot- tawa re Grain Standards ..	150 00
" " Rent, Telephone and Caretaking .....	\$140 00
Less proport'n paid by Grain Exchange ..	70 00
" " Stationery, Printing and Ad- vertising .....	150 50
" " Miscellaneous Expenses, in- cluding postages, telegrams, etc. ....	73 12
By Balance .....	437 78
	<u>\$1,523 09</u>

Balance at Credit carried forward ....	437 78
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WM. J. AKIN,

*Hon. Treasurer.*

WINNIPEG, 1890.

Audited and found correct.

ANDREW STRANG,

J. H. BROCK,

*Auditors.*

REPORT OF  
GRAIN STANDARD DELEGATES.

WINNIPEG, 30th, April, 1889.

*To the Council of the Winnipeg Board of Trade;*

GENTLEMEN,

In accordance with the instructions from the board, your delegation left for Ottawa on the 9th inst. and were joined at Port Arthur by Mr. F. E. Gibbs, as a representative of the Port Arthur board, and at Ottawa by Mr. N. Bawlf.

Immediately after arriving in Ottawa with such of the members from Manitoba and the Northwest as could be communicated with, we waited on the Minister and Commissioner of Inland Revenue and explained the details of the petitions sent to the Department by the western boards of trade. Some changes in the bill as prepared for submission to the House were pressed for. In the evening the delegates were invited by the Hon. Mr. Costigan to meet a large deputation from the Toronto board of trade. As no instructions had been received to confer with any delegates from eastern boards we were decidedly averse to holding any discussion, but felt compelled to meet the wishes of the Minister. The meeting was held and while it was at once apparent that the gentlemen from Toronto had never seen a copy of the petition sent in by the western boards nor the draft of the bill as prepared by the Minister, they made such statements that we felt compelled to answer them.

It is only necessary to state that the Toronto delegates claimed that there were no exporters of grain in Manitoba, that there was not in the Province a grain man capable of selecting proper grain standards, and that the Winnipeg board was alone in asking for any changes in the Act. Such statements with many others equally incorrect and absurd were refuted on the spot and the Ministers de-

cided to make the changes asked for by the western boards. Another meeting was arranged for with the Minister when the details of the bill were discussed at length.

It was decided that Mr. Bell should remain in Ottawa until after the bill passed through the House, which was on the 29th inst. On representation the Winnipeg Board of Flour Examiners was given the privilege of sending three delegates to the annual meeting in Montreal to make the Dominion flour standards.

As several details of the Inspection Act are left to the action of the Governor-in-Council, we felt it most important, in consequence of the changes made in the Act, to have such as applied to the west, clearly understood and fully discussed so that no misunderstanding would arise when the orders are passed. A number of interviews were held with the Minister and Commissioner to arrange these details, and with most satisfactory results. The Department showed every disposition to meet the views of the delegates in giving practical effect to the wording of the amended Act, and we are confident that greater harmony will prevail in the working of inspectors than has been the case in the past.

On our arrival in Ottawa we found that as requested, the boards at Portage la Prairie and Brandon had wired their representatives to assist the delegates in securing the changes asked for in the petitions sent to the Government by the boards in the west, Messrs. Scarth, M.P., Watson, M.P., Daly, M.P., Ross, M.P., Davin, M. P., Macdowell, M.P., and LaRiviere, M.P., gave all possible assistance, and in every way facilitated the securing of the amendments, and we recommend that these gentlemen be thanked by all the boards interested, and that the petitioning boards be sent a copy of this report and notice of the efforts put forth by their representatives.

Herewith is a copy of the amendments made to the Inspection Act. The Boards to be represented at the grain standards meeting are Port Arthur, Winnipeg, Portage la Prairie, Brandon, Regina, Moose Jaw and Calgary, it being understood of course that the Boards mentioned are in a position to qualify as to membership, etc., under the 'Board of Trade Act.' The place of meeting is Winnipeg and the date such as may be decided on by this Board, which is the convening body, and responsible to the Government for the distribution

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of the working standards to the grain inspectors throughout the Dominion.

An amendment to the Act requires an inspector of grain to appoint a deputy, when it is considered necessary, by the Governor-in-Council or the Board of Trade of the District.

N. BAWLF,	}	DELEGATES.
H. CROWE,		
C. N. BELL,		

AMENDMENTS TO THE ACT.

The following extracts from the portions of the Act that have been amended show how the law stands at present:—

"Any deputy inspector, except a deputy inspector of grain, may engage in the purchase and sale of articles inspected by him, but whenever such deputy inspector inspects any article in which he has a direct or indirect pecuniary interest, he shall brand such article under his name as branded thereon with the words deputy inspector and owner."

"Every deputy inspector who violates any provision of this Act shall be liable to a penalty not exceeding one hundred dollars and shall forfeit his office.

"Each inspector may and shall, when thereunto required by the Governor-in-Council, in any inspection division or by the board of trade or chamber of commerce, as the case may be, at any of the places hereinbefore mentioned by name, appoint a deputy inspector or so many deputy inspectors as are necessary for the efficient and speedy performance of the duties of his office, and they shall be the deputies of the inspector for all the duties of his office, and their official acts shall be held to be the official acts of the inspector, and he shall be responsible for them as if done by himself; and each deputy inspector shall make such returns and reports of his official acts as are required of him by the inspector whose deputy he is.

"The appointment by an inspector of each deputy inspector shall be at once reported by him to the Minister of Inland Revenue.

"The standards in respect of grain grown west of Port Arthur shall be chosen by a board of nine persons annually appointed by the Governor-in-Council, five of whom shall be a quorum; such board shall be elected from the boards of examiners of applicants for the office of

inspectors of wheat and other grain and from the duly appointed grain inspectors, which examiners and inspectors are resident at Port Arthur or west thereof; and such persons shall meet at such time and place as the Governor-in-Council appoints, and by the standards so chosen, the inspectors of grain throughout Canada shall be governed as respects grain grown west of Port Arthur."

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## ANNUAL REPORT.

### GENERAL GRAIN COMMITTEE.

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WINNIPEG, July 2nd, 1889.

*The President and Members, Winnipeg Board of Trade,*

GENTLEMEN,—

The General Grain Committee present their report for the half year ending June 30th.

Acting on the instructions given by the board at its annual meeting to invite representatives of boards of trade in Manitoba, the Territories and Port Arthur, to attend a meeting in Winnipeg to consider the question of securing changes in the Inspection Act, invitations were sent out to the boards mentioned and a conference was held on the 15th February, there being present delegates from Port Arthur, Portage la Prairie, Minnedosa, Brandon and Qu'Appelle, with members of the Winnipeg Grain and Produce Exchange and this board.

After fully considering the matter, a form of petition to the Dominion Government was agreed on and the representatives present pledged themselves to recommend to their respective bodies that the petition should be signed and forwarded to Ottawa.

The petition in substance asked for changes to be made in the General Inspection Act so that the standards for grain grown west of Port Arthur should be made annually in Winnipeg by members of the boards of grain examiners elected by boards of trade in the districts outlined, at such dates as are found to be suitable by the



western boards. Also that the order-in-council requiring that all disputes between inspectors of grain in Canada must be settled by a board of arbitrators in Toronto, be amended so as to provide for a board having jurisdiction over all cases of dispute arising between inspectors west of Port Arthur.

On the 8th April, in view of the fact that steps were being taken at Ottawa to oppose the requests made by the western boards, your council sent a deputation to Ottawa to represent to the Government the manner in which the existing regulations for selecting standards was injurious to both producer and dealer in Manitoba and the Territories. [The report of the delegates follows this report.] On the 14th of May an order-in-council was passed restricting the power of the Toronto board of arbitrators to try cases of dispute between inspectors of grain, to cases between inspectors stationed at points east of Port Arthur. At present the Minister of Inland Revenue shall arrange for the settlement of disputes arising between inspectors west of Port Arthur, but no doubt an order will soon be passed naming a board of arbitrators for the western district, as this board has been asked to nominate members for such a body.

Your committee has been much interested in the question of having government weighmen appointed to weigh, in and out, grain passing through elevators at such points where there is a sufficient business to maintain an official weigher on a moderate scale of fees. A Dominion Act, chap. 37-50, 51 Vic., provides authority for the government of official weighmasters, and your committee are now working to have the act put in force at certain elevator points where Manitoba grain is handled.

With this report is presented a statement covering the official returns of grain inspected and graded at Winnipeg by Grain Inspector Horn during the year ending 30th June, 1889.

S. SPINK,  
Chairman.

**ANNUAL REPORT.****Board of Flour and Meal Examiners.**

WINNIPEG, 2nd July, 1889.

*The President and Members Winnipeg Board of Trade.*

GENTLEMEN,—

The Board of Flour and Meal Examiners have to report that shortly after their election in July, 1888, organization was effected and W. A. Hastings elected chairman. On application being made to the Department of Inland Revenue, legal flour standards were obtained and filed in the board room. Owing to the expressed opinion of the trade that no good purpose would be served last season by the appointment of an inspector and the prospective fees being not of a sufficient amount to secure the services of a competent official, no steps were taken to examine candidates for qualifying certificates.

As the Ottawa deputation of the Board secured us representation at the Annual Dominion Meeting of Boards of Flour and Meal Examiners which is held in Montreal, it is probable that our successors will be in a position to do more effective work than has been possible during the past year.

As no inspector was appointed, there has been no inspection of flour and meal.

W. A. HASTINGS,

Chairman.

**ANNUAL REPORT.**

**Board of Hide and Leather Examiners.**

WINNIPEG, 2nd July, 1889.

*The President and Members of the Winnipeg Board of Trade*

GENTLEMEN,—

We have to report that no appeals from the grading of the Inspector of Hides and Leather have been made to the committee for their investigation since our last yearly report. The Inspector's returns indicate that there still exists gross carelessness in the stripping and marketing of hides, resulting in great and unnecessary loss to the producer.

Attached will be found the report of the Inspector, showing number of hides inspected during the year, with the official grading of the same.

F. OSSENBRUGGE,

Chairman.

## GRAIN STATISTICS.

Return to Winnipeg Board of Trade of grain inspected at Winnipeg, crops of 1887 and 1888, up to June 30th, 1888 and 1889.

WHEAT.		1887.	1888.
Class.	Grade.	Cars.	Cars.
Hard	No. 1	583	663
"	No. 2	657	773
"	No. 3		485
Northern	No. 1	2,352	
"	No. 2	1,030	
"	No. 3	76	
Spring	No. 1	240	
"	No. 2	104	2
No Grade		441	56
Rejected		484	346
Other Grades			1112
Total cars		5,967	3,437
WHEAT.—Equal to (bush)....		3,878,550	2,234,050
BARLEY.—Equal to (bush)....		224,800	309,600

## MANITOBA.

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

	Imports.	Exports.	Duty Paid.
1886	\$1,959,337	\$852,615	\$467,213
1887	2,012,183	875,041	508,948
1888	1,750,048	1,304,890	457,354
1889	2,207,314	782,606	549,458

On account of most of the merchandise, produce, &c., imported into, or exported from this Province, being carried from and to the seaboard by the Canadian Pacific Railway through Canadian terri-

tory ; the seaboard ports get credit for the shipments, and consequently the above returns do not cover anything like Manitoba's trade with foreign countries.

### MANITOBA FISH EXPORT TO UNITED STATES.

1885.....	1,485,572 pounds	\$54,663
1886.....	1,450,871 "	51,589
1887.....	1,582,664 "	65,261
1888.....	2,063,097 "	86,944
1889.....	1,781,587 "	75,465

Following is detailed list of the fish exported 1st January to 31st December, 1889.

	Pounds.	Value.
Whitefish, fresh..	1,083,112 .....	\$53,633
"    salt....	63,800 .....	2,312
Pickarel.....	153,779 .....	5,992
Pike.....	364,628 .....	9,357
Tullibee.....	58,343 .....	1,419
(Bass) Sheepshead	900 .....	30
Sea Trout .....	121 .....	10
Suckers, &c.....	5,793 .....	242
Gold Eyes.....	500 .....	15
Catfish.....	180 .....	5
Perch.....	3,601 .....	62
Sturgeon .....	45,830 .....	2,388
	<hr/> 1,781,587 lbs	<hr/> \$75,465

