

NINTH ANNUAL REPORT

—OF THE—

WINNIPEG BOARD OF TRADE,

TOGETHER WITH THE

PRESIDENT'S ADDRESS,

\* REPORTS OF \*

COUNCIL, SECRETARY, TREASURER, &c.

*Adopted at the Annual Meeting, held February 7th, 1888.*

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ISSUED BY AUTHORITY OF THE BOARD  
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WINNIPEG :

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

1888.

# WINNIPEG BOARD OF TRADE.

## *Officers and Council.*

### PAST PRESIDENTS.

HON. A. G. B. BANNATYNE.....	1879
A. F. EDEN .....	1880
W. H. LYON .....	1881
JOSEPH MULHOLLAND.....	1882
C. J. BRYDGES .....	1883
KENNETH MACKENZIE .....	1884
do do .....	1885
do do .....	1886
JAS. H. ASHDOWN .....	1887

### *Council for 1888.*

GEO. F. GALT, *President.*

W. J. AKIN, *Treasurer.*

J. H. BROCK,  
J. H. ASHDOWN,  
R. J. WHITLA,  
G. R. CROWE,  
K. MACKENZIE,  
WM. HESPELER,

JAS. REDMOND, *Vice-President.*

CHARLES N. BELL, *Secretary,*

L. M. LEWIS,  
W. F. LUKTON,  
F. W. STOBART,  
A. MACDONALD,  
J. E. STEEN.  
S. NAIRN.

## 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, T. A. . . . .	Merrick, Anderson and Co. . . . .	Stoves and Hardware.
Ashdown, J. H. . . . .	.....	" " "
Balfour, G. H. . . . .	Union Bank of Canada . . . . .	Manager.
Bathgate, Wm . . . . .	Man. Gas & Electric Light Co. . . . .	"
Bawlf, N. . . . .	.....	Grain.
Bell, C. N. . . . .	Board of Trade & Grain Exch. . . . .	Secretary.
Bennie, Thos . . . . .	.....	Official Assignee.
Bertrand, S. A. D. . . . .	Royal Soap Works . . . . .	Manager.
Bissett, Jas . . . . .	Jas. Bissett and Co. . . . .	Tea Importers, etc.
Bissett, E. H. . . . .	" " " . . . . .	" " "
Blair, J. L. . . . .	J. L. Blair and Co . . . . .	Dry Goods.
Body, J. A. . . . .	Body and Noakes . . . . .	Oil Mills.
Boyle, W. L. . . . .	.....	Financial Agent.
Breedon, H. M. . . . .	Bank Br. Nor. America . . . . .	Manager.
Brock, J. H. . . . .	Carruthers and Brock . . . . .	Insurance, etc.
Brydon, Wm . . . . .	.....	Contractor.
Brydges, C. J. . . . .	Hudson's Bay Co. . . . .	Land Dept. Commissioner.
Brydges, F. H. . . . .	Man. and Northwestern Ry. . . . .	Vice-President.
Bull, M. . . . .	Henderson and Bull . . . . .	General Commission.
Burrige, Jas . . . . .	Mgr. for E. and C. Gurney . . . . .	Whol. Stoves and Scales.
Caldwell, J. F. . . . .	.....	Financial Agt.
Campbell, R. J. . . . .	Sutherland and Campbell . . . . .	Wholesale Grocers.
Campbell, A. P. . . . .	.....	Grain.
Carman, J. A. . . . .	"The Emigrant." . . . . .	Publisher.
Carruthers, G. F. . . . .	Carruthers and Brock . . . . .	Insurance, etc.
Carscaden, J. D. . . . .	Carscaden and Peck . . . . .	Whol. Clothing and Furs.

*List of Members Winnipeg Board of Trade.*

NAME.	FIRM.	BUSINESS.
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 . . . .	. . . . .	Grain, and Commission.
Clements, Geo . . .	. . . . .	Merchant Tailor.
Colquhoun, A . . . .	. . . . .	Wholesale Liquors.
Crowe, G. R . . . .	H. Crowe and Co. . . . .	Grain and Lumber.
Cummins, S. S. . . .	The H. Smith Arms' Co . . . . .	Arms and Sporting Goods.
Davis, Jos . . . . .	Manitoba Fuel Co. . . . .	Lumber and Fuel.
Drewry, E. L . . . .	. . . . .	Brewer.
Driscoll, J. W . . .	McClary Mfg. Co . . . . .	Manager.
Drummond, C. S. . .	Northwest Navigation Co. . . . .	President.
Elliott, D. K . . . .	R. J. Whitia and Co . . . . .	Wholesale Dry Goods.
Fairchild, F. A. . . .	. . . . .	Agricultural Implements.
Fraser, Donald . . .	Jas O'Brien and Co . . . . .	Wholesale Clothing.
Gallagher, P . . . .	Gallagher and Sons . . . . .	Cattle and Meats.
Galt, G. F . . . . .	G. F. and J. Galt . . . . .	Wholesale Groceries.
Galt, Jno . . . . .	" " " . . . . .	" "
Georgeson, Wm . . .	Thompson, Codville and Co . . . . .	" "
Gilroy, Thos . . . .	Sun Life Ass. Co. of Canada . . . . .	Manager.
Girdlestone, G. W .	. . . . .	Insurance, etc.
Grahame, W. C. B. . .	. . . . .	Immigration Department.
Grant, W. S . . . .	Grant and Horn . . . . .	Wholesale Produce.
Grundy, Wm . . . .	Grundy and Co. . . . .	Musical Instruments.
Hallam, Jas . . . .	Toronto Hide Company . . . . .	Hides and Skins.
Hample, A. G . . . .	. . . . .	Hides, etc.
Harris, J. W . . . .	. . . . .	City Assessor.
Harvey, J. G. . . . .	. . . . .	Grain and Feed.
Hastings, W. A. . . .	Ogilvie Milling Co . . . . .	Miller and Grain Dealer.
Hastings, G. V. . . .	" " " . . . . .	" " " "
Henderson, W. A. . . .	Henderson and Bull . . . . .	General Commission.
Hepler, Wm . . . .	Man. Mortgage and Invest. Coy . . . . .	Manager.
Hoare, C. S . . . .	Imperial Bank . . . . .	"
Hogg, Jas . . . . .	Bank of Montreal . . . . .	"
Holliday, J. McL . .	Hodgson Sumner and Co . . . . .	Whol. D.G. & Smallwares.

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NAME.	FIRM.	BUSINESS.
Howser, J. H . . . . .	A. Harris, Sons and Co . . . . .	Agricultural Implements.
Hutchings, E. F . . . . .	.....	Harness and Leather.
Hutchison, Wm. . . . .	Maxwell and Co . . . . .	Agricultural Implements.
Johnson, W. N . . . . .	.....	Whol Leather & Findings.
Jones, Hon. L. M . . . . .	A. Harris Sons and Co . . . . .	Agricultural Implements.
Kirkwood, J . . . . .	Kirkwood and Rubidge . . . . .	Wholesale Grocers.
Leslie, Jno. . . . .	Scott and Leslie . . . . .	Furniture.
Lewis, L. M . . . . .	Lewis and Kirby . . . . .	Insurance, &tc.
Livingstone, T. C . . . . .	Mutual Life Ins. Co . . . . .	Manager.
Luxton, W. F . . . . .	"The Free Press . . . . .	Managing Director.
MacArthur, W. B . . . . .	.....	Manufacturers Agent.
MacDonald, Alex . . . . .	.....	Wholesale Provisions.
MacKenzie, K . . . . .	Lyon, MacKenzie and Powis..	Wholesale Grocers.
Mather, J. B . . . . .	.....	Manufacturers Agent.
Mathewson, F. H . . . . .	Bank of Ottawa . . . . .	Manager.
Matthews A. C . . . . .	Dun Wimam and Co . . . . .	"
Maulson, Geo. J. . . . .	Lon. & Can. Loan & Agy. Co.	"
Maxwell, Jas . . . . .	Maxwell and Co . . . . .	Agricultural Implements.
Miller, D . . . . .	Merchants Bk. of Canada . . . . .	Manager.
Mills, G. C . . . . .	McKenzie and Mills . . . . .	Wholesale Grocers.
Mitchell, W. J . . . . .	Mitchell Drug Co. . . . .	Wholesale Drugs.
Mitchell, J. A . . . . .	.....	Grain Dealer.
Montgomery, T. J . . . . .	Aikins and Montgomery . . . . .	Financial Agts. & Real Est
Moore, J. A . . . . .	Moore and Co . . . . .	China and Glassware.
Morrice, F. H . . . . .	.....	Accountant.
Mullholland, J . . . . .	Mullholland Bros . . . . .	Hardware.
Murchison, K . . . . .	K. Murchison and Co . . . . .	Dry Goods.
McBean, A. G . . . . .	McBean Bros . . . . .	Grain Dealers.
McBean, D. G . . . . .	" " . . . . .	"
McBride, T. J . . . . .	Massey Mfg. Co . . . . .	Agricultural Implements.
McDonald, N. D . . . . .	N. D. McDonald and Co . . . . .	Plumbers and Gas Fitters.
McGaw, A . . . . .	Ogilvie Milling, Co. . . . .	Flour and Grain.
McKeichan, R . . . . .	Banfield and McKeichan . . . . .	Dry Goods.

*List of Members Winnipeg Board of Trade.*

NAME.	FIRM.	BUSINESS.
McKilligan, J. B.	.....	Financial Agt. & Real Est.
McMillan, D. H.	McMillian Bros.....	Millers and Grain Dealers.
Nairn, S.....	.....	Oatmeal Miller.
Nanton, A. M....	Osler, Hammond and Nanton.	Financial Agents, etc.
Ogilvie, John....	Ogilvie Milling Co.....	Millers and Grain Dealers.
Ogilvie, W. W..	" " " ".....	" " " "
Osborn, John....	.....	Accountant.
Osenbrugg, F..	.....	Tanner and Furs
O'Loughlin, J. M.	O'Loughlin Bros.....	Wholesale Stationery.
Parsons, S. R....	Parsons, Bell and Co.....	Wholesale Stationery.
Patton, F. L....	Federal Bk. of Canada.....	Manager.
Peddle, J. W....	Peddle and Co.....	Importers and Whol. Agts.
Penrose, Jas....	Penrose and Rocan.....	Cattle and Meats.
Pettigrew, W. D.	W. D. Pettigrew and Co.....	Stoves and Hardware.
Porter, Jas....	Porter and Ronald.....	China and Glassware.
Powis, Ed.....	Lyon, MacKenzie and Powis.	Wholesale Grocers.
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.
Roblin, R. P....	Roblin and Atkinson.....	Grain Dealers.
Ross, F. B....	.....	Financial Agent.
Rowbotham, S. A	.....	Financial Agt. & Real Est.
Ruble, M. W....	Ruble Riddle and Co.....	Wholesale Fruits.
Ryan, Thos....	.....	Whol. Boots and Shoes.
Scarth, W. B....	Can. Northwest Land Co.....	Managing Director.
Steen, J. E....	"The Commercial".....	Publisher.
Stephens, G. F..	G. F. Stephens and Co.....	Wholesale Paints and Oils.
Stobart, F. W..	Stobart, Sons and Co.....	Wholesale Dry Goods.
Strang, And....	Strang and Co.....	Wholesale Grocers.
Spink, S.....	.....	Grain Dealer.
Spera, A. E....	Campbell Spera and Co.....	Whol. D.G. & Smallwares.
Sprague, D.E....	.....	Lumber Mills.

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NAME.	FIRM.	BUSINESS.
Taylor, Alex. ....	.....	Stationer.
Taylor, T. W. ...	.....	Bookbinder.
Tees, Jno. A. ....	John A. Tees and Co. ....	Wholesale Grocers.
Thompson, W. J.	Thompson, Colville and Co. .	" "
Turabull, Jas. H.	Turnbull and McManus. ....	Sash and Doors.
Turner, J. L. .	Turner, Mackeand and Co. ...	Wholesale Grocers.
VanAllen, E. W. H	Van Allen and Agur. ....	Wagons & Agrl. Impts.
Watson, W. W. .	Watson Mfg. Co. ....	Agricultural Impts.
Westbrook, H. S.	.....	" "
Whitla, R. J. ....	R. J. Whitla and Co. ....	Wholesale Dry Goods.
Wickson, A. ....	Merchants Bank. ....	Assistant Manager.
Williams, H. N. .	Vulcan Iron Works. ....	Secy Treasurer.
Williams, John. .	John Elliott and Co. ....	Agricultural Impts.
Wood, Geo. D. ...	G. D. Wood and Co. ....	Wholesale Hardware.
Woods H, .....	Woods and Co. ....	Lumber Dealers.

## STANDING COMMITTEES 1888.

### BOARD OF GRAIN EXAMINERS, 1887-1888.

GEO. J. MAULSON, Chairman.		C. N. BELL, Secretary.
S. Nairn,	E. L. Drewry,	D. G. McBean,
W. A. Hastings,	S. Spink,	N. Bawlf,
D. H. McMillan,	J. E. Steen.	

### BOARD OF HIDE AND LEATHER EXAMINERS, 1887-1888.

F. OSSENBRUGGE, Chairman.	C. N. BELL, Secretary.	
P. Gallagher,	Jas. Penrose,	Jas. Hallam,
N. Bawlf,	S. Spink,	

### INDUSTRIES.

J. A. Carman,	J. H. Turnbull,	Jas. Porter,
Jno. A. Tees,	C. N. Bell, Secretary.	

### COLONIZATION.

Wm. Hespeler,	Wm. Bathgate,	Jas. Redmond,	J. W. Harris,
A. Wickson,	J. E. Steen,	C. N. Bell, Secretary.	

### EXPERIMENTAL FARM.

C. J. Brydges,	J. H. Ashdown,	J. H. Brock,	Wm. Hespeler,
Wm. Bathgate,	J. B. McKilligan,	C. N. Bell, Secretary	

### DRAINAGE.

J. H. Ashdown,	Wm. Hespeler,	J. H. Brock,	W. F. Luxton,
K. MacKenzie,	R. T. Riley,	A. Wickson,	C. N. Bell, Secretary.

### CONSTITUTION.

The President,	Secretary,	J. H. Howsser,
G. F. Stephens,	L. M. Lewis,	

### RIVER IMPROVEMENTS.

G. F. Galt,	J. H. Ashdown,	W. F. Alloway,	Wm. Bathgate,
W. A. Hastings,	F. W. Stobart,	C. S. Drummond,	G. R. Crowe,
J. E. Steen,	Geo. V. Hastings,	C. N. Bell, Secretary.	



## PRESIDENT'S ADDRESS.

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On this, the occasion of the Annual Meeting of our Board, I propose to depart from the course hitherto pursued by our presidents and lay before you a few thoughts in connection with the transactions of the year just ending.

In the beginning of 1887 you inaugurated the system of a paid secretary, believing as you did that the interests of your Board could best be served by having not only a local habitation, but some one to collect facts and figures together and to be able at all times to do the work of the Board. The result has been, in my opinion, decidedly satisfactory, and you now have in the rooms the nucleus of what in a short time must prove very valuable statistical records. The collection of them, so far as it has proceeded, has been a matter of considerable work, but happily to the Board one of but little cost. It will, probably, be advisable in the future to go further in this respect, and where desirable material cannot be obtained without cost it should be incurred in order to make the information as thorough as possible.

The work done during the past year has been very considerable, and I propose to add to the reports of your Council by calling your attention to a few items connected with the same.

### FREIGHT RATES.

Your Board has, from the commencement, made it a cardinal principal that, as this is an agricultural country, it is to the interest of your members that every possible aid should be given the farming community in such manner as lies within the power of your Board. It was with a view to the benefit of that class in particular that, in the fall of 1881, your board appointed a committee which waited on

Mr. Van Horne in regard to the matter of rates, and obtained from that gentleman the promise, or statement, that "the policy of the Canadian Pacific Railway Company would be to carry lumber for the settlers' houses, and fuel for their consumption, at cost, and the grain which they produced, at but little over cost," he further added "you must then expect to pay a fair rate on your merchandise." The policy thus outlined was a very satisfactory one to your committee, and it was then stated to that gentleman that such was the case, and that we would be well satisfied to pay fair rates on our merchandise as the people of the country would then have the means which would enable them to stand it. Time and again your Board has endeavored to obtain the carrying out of the principle thus enunciated, but it is needless to say, that up to the present moment, it has not been successful.

#### HIDE AND LEATHER INSPECTION.

In carrying out the principle laid down by your Board your Council have taken up the major portion of the work which has been done during the past year. In the matter of hide and leather inspection, by drawing the attention of the public to the requirements of the Dominion Act, much has been done to bring the matter into prominence, and not without a result, though the benefits are yet only beginning to be felt.

#### POSTAL FACILITIES.

In the matter of postal facilities, it was equally to the service of this city, as to the country through which railroad communication was opened, that the utmost benefits of postal facilities should be extended, and the efforts of your Board in pressing matters of this sort on the Dominion Government have generally been crowned with success, and in this matter I may say much credit is due to the courtesy and aid extended by the inspector, Mr. McLeod.

#### EXPERIMENTAL FARMS.

The importance of the matter of the Government's experimental farm was readily apparent to your Board, and I think too much can hardly be said in that respect, as in a new country like this it is of great moment to know exactly what can be done in the cultivation

of the soil, and that without the expense and too often unsatisfactory results of private experiment. The visit of Prof. Saunders to this city, and the facts laid before him, will, there is not much question, lead to the establishment of that farm in this vicinity. It is a matter of regret, however, that nothing has been done during the past season. That the experimental farm at Ottawa will be of use there is no doubt, but there is no portion of the Dominion in which so much benefit can be derived from an institution of this sort as in our own country, and it is to be hoped that where everything is new and so much can be learned, the coming season will not pass without the farm being established and a good commencement made.

#### FUEL.

On account of the length of our winters the question of fuel supply must always be a matter of importance to us, and it was consequently without hesitation your Council took hold of it, at the request of the wood dealers, and intervened on their behalf with the Canadian Pacific Railway Company, by which sidings between stations were obtained from that Company, and a threatened additional cost, of from a dollar to a dollar and a half per cord, on firewood, was averted.

#### DRAINAGE.

The question of drainage, though not pressing itself on our attention to such an extent in a season like the past as in others, still must always be a question of great moment to the people of Winnipeg, and especially in view of the vacant lands around the city. The question has, however, been taken up, and a systematic plan of drainage pressed on the attention of the Government. To this end a topographical survey would be necessary, but, so far, the efforts of your Council to obtain the co-operation of the Local Government have been unsuccessful. It is to be hoped that a more favorable result may be obtained as soon as the political atmosphere is to some extent cleared.

#### INSOLVENT'S ASSETS.

During the past year it has not been thought advisable to press the question of an act for the rateable distribution of insolvent's assets, but instead, your Council has contented itself with watching

proposed legislation, and in the matter of assignments, an act for the regulation of which was passed at the last session, considerable modifications were obtained, and a debtor is no longer able to make an assignment to a relative or personal friend, but must do so, if at all, to an official assignee, or to such person as the majority of the creditors may designate. This latter is a very satisfactory provision, and will, no doubt, be a remedy for many of the evils which have been found in practice in the past.

#### GRAIN ESTIMATES.

The recommendation of your Council with regard to a system of grain estimates is one well worthy of your attention. The figures prepared by your Council for the past season have been accepted as trustworthy wherever the facts have been known. That they were considerably within the mark, all information obtained since from the farming community, as well as from the Canadian Pacific Railway Company and other sources, clearly establish. It was desirable, however, that there should be no ground for a suspicion that the figures were too high. It is much to be regretted that the movement of the large crop harvested has not been at all such as, in the interest of the country, could have been desired.

#### REGARDING GRAIN STANDARDS.

The price of wheat in this country is largely regulated by the price prevailing in Duluth, and in consequence of this fact it was deemed advisable to have the provisions of our law as near as possible to those governing the standards at that point. The request, as seen by your Council's report, was granted by the Department at Ottawa; but subsequently, upon the recommendations of the Boards of Trade of Toronto and Montreal, the modifications were withdrawn and the law stands as before. On what principle the Boards of the east should interfere or have to do with the establishment of grades for an article exclusively of Northwestern growth I do not understand. The amount in store at Duluth of nearly seven million bushels, shows an average of 85 to 90 per cent. of No. 1 hard, while our own exports of certainly as good grain do not show one-fifth of that percentage. In view of the difference in grading thus shown,

it is a great injustice to our farmers that the present standards should be continued, and I would recommend to the Board that the matter be again taken up, and, if possible, the principle conceded of our own Boards establishing the grades of Manitoba wheat.

#### LOCAL INDUSTRIES.

In the matter of local industries I feel it my duty to emphasize the Report of your Council. The question of the utilization of the flax fibre in the manufacture of twine is one of great importance. Difficulties have been found in the way connected with the rank growth, but it is to be hoped that these will be overcome and that the large amount of money annually sent out of the country for this article, and which during the last year was, together with the freights on same, not less than two hundred thousand dollars, will yet be kept at home to enrich our own people.

The opening of pork-packing and beef-canning factories, and the building of elevators are matters of importance and should be profitably undertaken here.

The manufacture of soap on such an extensive scale as to prevent the import from other markets will yet no doubt be reached.

Hides, which now go out of the country to be returned to us in the shape of leather, boots and shoes, harness, etc., should be tanned and manufactured here with beneficial results to all concerned.

Building and wrapping papers will yet no doubt be profitably manufactured in our midst, and the commencement of these enterprises will probably be the day when we succeed in obtaining that healthy competition in railway carriage which is so essential to the success of every business, and which has such an assuring effect on capitalist and settler alike.

#### THE DISALLOWANCE QUESTION.

The questions I have spoken of, and many others which occupied the attention of your Board during the year just ending, have been of great importance, but the one great overshadowing question has undoubtedly been that of the disallowance of Manitoba railway charters by the Dominion Government, and early in the year I had the honor of acting for you in the capacity of delegate to the

Government at Ottawa, to press upon it the necessity of the discontinuance of the policy hitherto pursued by it in that respect, and it was my duty, while acting with the other members of the delegation, to lay before the Government the pernicious effects of the monopoly which it had created and was sustaining in this Province. To reiterate the statement of Sir John A. Macdonald on the floor of the House when the C. P. R. resolutions were before that body, "that we cannot check Manitoba," or that of the Hon. Thomas White, on the same occasion when he stated :

"There is nothing to prevent Manitoba now, if it thinks proper, granting a charter from Winnipeg to the boundary line. This provision does not take away from Manitoba a single right it possesses. \* \* \* \* There is nothing to prevent the Province of Manitoba from chartering a railway from Winnipeg to the boundary to connect with any other southern railway. The only guarantee which this company has under the contract is that the traffic shall not be tapped far west on the prairie section, thus diverting the traffic away from their line to a foreign line. But there is nothing to prevent a railway being built in Manitoba, within the Province, that would carry the traffic to any railway that may take it from the American side."

Or that of Sir Charles Tupper on the occasion of moving the resolutions granting further aid to the Canadian Pacific Railway, viz. :

"I am glad to be able to state to the House that such is the confidence of the Canadian Pacific Railway Company in the power of the Canadian Pacific Railway to protect itself that when the line is constructed north of Lake Superior the Government feel it will no longer be incumbent upon them to preserve the position they have hitherto felt bound to preserve, that of refusing to consent to the construction of lines within the Province of Manitoba, connecting with American railways to the south."

Or that of the Hon. the Minister of the Interior, in March last, in reply to an address in this city, namely :

"Your address refers to the question of disallowance, and the

elections which have recently occurred, and the discussions to which they have given rise have added additional interest to this question. As you are aware the contract with the C. P. R. in no way interferes with the right of the Legislature of Manitoba to grant charters within the boundaries of the province as they existed at that time. This was very clearly pointed out during the debates in Parliament, when the contract with the syndicate and the charter to the company were granted."

Or a hundred similar utterances of members of the cabinet; to reiterate these, I say, could have no result, but it was to be hoped that drawing the attention of the Government to the comparative progress of our own country and that immediately to the south of us; to the failure of the estimates of our progress made time and again by members of the cabinet; to the unjust action of the Canadian Pacific Railway Company in the arrangement of their freight tariffs, whereby the settlers in this new country, instead of being encouraged and assisted, were charged from three to four times as much as that corporation carried the same articles for a similar distance in the east. And the strong feeling prevailing among our people here that a radical change would have to be made if the country was to be prosperous, as it ought, and as the ministers had expressed themselves as believing it would, that the Government might be induced to change a policy which had proved only baneful and injurious in its effects. The matter was simply one of policy, as the delegation was plainly told by the Hon. the Minister of Justice, who said:

"There is no legal or constitutional reason to prevent the Province chartering railways that may connect with American lines from the south, meeting them at the boundary; it is a question simply of the Government's trade policy.

The same statement, in other words, was made by the *Montreal Gazette*, the personal organ of the Hon. the Minister of the Interior, as follows:

"The question of disallowance of railway charters within the old boundaries of Manitoba is a question of policy, and in no way either a legal or moral obligation."

And this has never been denied or taken in question by any member of the Government. The delegation also had the benefit of the language used by the Hon. the Minister of the Interior, while in this country, on the effect of a change of policy, viz.:

“There will be trade enough in Manitoba and the Northwest to afford profitable results for both the Canadian Pacific and Grand Trunk railways if the latter should find entrance here; and it would be no small advantage to the country as a whole to have the large interests connected with these two great corporations enlisted in the work of developing the great west, instead of—as there is too much reason to fear has been the case in the past—as to one of them, devoted rather to the prevention of that development.”

But, as you are aware, the result was unsatisfactory. The leader of the Government professed to throw the responsibility on Parliament, while at the same time dictating to the majority of that body what their course should be. Since then there has been plenty of time in which to consider the argument used and facts adduced pro and con, and so far as all that has been said or written on behalf of your Board is concerned, it can only be emphasized and added to; there is nothing to retract.

The policy of the Canadian Pacific Railway Company has not changed; it continues to favor the east at the expense of the west. Its policy is opposed to any distributing centres west of the great lakes. Its rates, to, from, and in, this country, are exorbitant, and as has been shown very clearly by your Board, out of all proportion to those charged for the same service elsewhere, and at the present time another illustration is given of this fact by the rates over the new Sault Ste. Marie route, which are, on merchandise from Minneapolis to Boston, a distance of about 1,425 miles, less than one-half of those charged from here to Montreal, an equal distance; while on wheat or its product 25c. per 100 lbs. is charged, and from here to Montreal 46 cents, or a difference in favor of the American producer of over 12½ cents per bushel of wheat. And this in spite of the fact that from Minneapolis to the main line of the Canadian Pacific Railway, and from Montreal to Boston the lines are built with private capital, and consequently interest has to be provided



for, as well as the cost of three separate managements to pay. While in the other case the road is under but one management, and was built mainly with the money of the Canadian people and with a view of developing Canadian territory, and has that only as a reason for its existence. It is almost incredible that such a suicidal policy should be continued, but such is the position.

The only remedy for this state of affairs is the establishment of competition to this point and through the whole fertile belt, and the adoption at the earliest possible moment of a policy of free trade in railways. In connection with this matter allow me to call your attention to Mr. Van Horne's evidence, given before the Railway Commission, as follows :

"I believe in a general railway law, under which a railway company may be organized as readily and freely as any other joint stock company. Perfect freedom in the making of railways could not injure the public, and the result of the general railway laws in the United States has shown that this freedom seldom, if ever, injures the older lines. Each new railway in a new country quickly makes a business for itself and something for the others. In Illinois, Iowa, Minnesota and in most of the states where railway building has been longest free, much the greater part of the railway mileage earns regular dividends. It is an old world fallacy that railways should be protected against the building of new lines. New railways give an impetus to the development of the country, and the old lines gain more than lose. The Canadian Pacific lines to Ontario have not injured and will not injure the Grand Trunk. I am convinced that the Grand Trunk has only suffered from these lines in peace of mind and not in earnings."

That this is the true policy is undoubted. That Mr. Van Horne, on the occasion mentioned, spoke his true conviction, is without doubt, and this country can never prosper as it should, or increase at the same ratio as our neighbors to the south—with the same and certainly no better climate—are increasing, until the policy of free railroads becomes a fact. Nor does there seem to be any good reason why a person or a corporation should not be allowed to spend his or its money in the construction of a railway as freely as in the building of a steamboat, or the going into any other enterprise,

which, in the opinion of the promoters, will yield adequate results. That competition is the life of trade is as true of railroads as of any other branch of business.

The present position of our country is not satisfactory ; the population gathered in our cities and towns is out of all reasonable proportion to that of the farming community. It was hoped that this discrepancy would be quickly reduced by the incoming settlers from the older provinces and from Europe, but such has not been the case to anything like the extent we had reason to hope for.

Our natural advantages are great, but the aversion of the intending settler and capitalist alike to a country supplied by only one corporation with the means of import for their merchandise, or outlet for their produce, is naturally great, and this aversion could only be overcome, if at all, by the most liberal policy on the part of the Canadian Pacific Railway management. It is needless to say that that liberality has never been shown in this country, and the consequence is that the territory of Dakota, immediately to the south of us, contains tens of thousands of hardy settlers from the older provinces of Canada who should be among us, and the tide of immigration to that territory has increased until in the single year of 1886, it amounted to nearly, if not quite as much, as the entire population of Manitoba.

The adoption of the policy I have spoken of, the ceasing of that of obstruction by the Canadian Pacific Railway to the building of other roads, and the adoption by that corporation of the same vigorous enlightened policy which they carry out when catering for the American trade, or for trade wherever competition exists, would, I am convinced, have an almost magical effect upon the development and prosperity of the country. Capital would come in and develop our towns and cities, manufactures and other enterprises such as I have before spoken of, and many not enumerated, would be established, and all would feel the impulse of new life. Our settlers would once more be contented and prosperous ; each one an active emigration agent, inducing his friends and relatives to join him in his prosperity, and all would gain by the change.

On the other hand the present state of affairs cannot continue. No words of mine are needed to add strength to the facts published

by your Board on these matters, or to the report of the committee on grain movements now in your hands.

The whole country is paralyzed by the present state of affairs. The value of the farmer's produce is lessened by the difficulties in the way of disposing of it as well as by the excessive rates of transportation charged. And in consequence it is safe to say the farmer does not get more than four-fifths of what he is entitled to as the fair value of his crop.

The statement of the Canadian Pacific Railway Superintendent, Mr. Whyte, that the crop of last year was four times that of the previous one, is no doubt correct, and as that company found so much difficulty in carrying out the comparatively small quantity of the year previous—more than once having been compelled to stop carrying beyond Port Arthur—the present blockade and stagnation are but natural. The experience of the two seasons has shown that it is physically impossible for the Canadian Pacific Railway to carry out the crop in this country in anything like a reasonable time, over their present route.

Should the Dominion Government attempt to continue the tyrannically restrictive policy hitherto adopted, it is a question for the authorities at Ottawa to consider how long—while hundreds and thousands of our fellow Canadians are scattered over the country to the south of us prosperous and contented; while many others from this side are continually joining them, and while the 1,200 miles of rock and morass between here and Pembroke has left little but sentiment to unite us to the east—how long that sentiment is likely to prevail against many material interests and the feelings of exasperation so rapidly growing here. The situation is a serious one, and it certainly seems the part of wisdom for the Dominion to withdraw from the untenable position now held by them and allow the Province to grant such relief as our people, through their representatives, may deem necessary.

#### MISCELLANEOUS.

Your Board has been able to accomplish much during the past, and while members have one and all, as is usual in a new country, been fully occupied with their own affairs, they have still found time to devote to the work of the Board.

Your numbers have increased because your influence has been felt, and I view it as a matter of importance that your President and Council should be selected with care, and in view of this I think a provision by which nominations are received one week prior to the election would be an advantage, as thereby no good man would be overlooked in marking your ballots simply for the reason that he was not before you at the moment.

I also think it would be advisable that you should continue the committee on constitution, or appoint a new one, so that your by-laws may be consolidated and put in the most workable shape possible. One change that I think advisable, would be the more frequent meetings of the Board, and the transaction by it of much of the business that has hitherto been left to the Council.

Trusting that the coming year may see a favorable settlement of the burning question of the day, and the establishment of that competition in railway carriage which we now lack and which is found throughout the continent a necessary factor in the growth of any place of importance.

J. H. ASHDOWN,  
*President.*

# REPORT OF THE COUNCIL

HOLDING OFFICE IN

— 1887 —

Your Council have pleasure in presenting this their Ninth Annual Report.

Twenty meetings of the Council and seven of the Board were held, with about forty meetings of Committees, so that your Council can assure the Board that great activity has been shown in carrying out the objects for which the body was organized.

On every occasion offering, your Council has announced that it is a fixed principle of this Board to do all in its power to advance the interests of the farmers, recognizing that the commercial interests of Winnipeg are wrapped up with those of the agricultural community.

## DISALLOWANCE.

Your Council will not attempt, in their report, to enter into a full description of the steps taken by the Board generally on the question of the disallowance, by the Dominion Government, of our local railway charters. Several pamphlets have been issued by this Board which cover the matter very fully, and a mere reference to the Council's action in the premises will suffice at this time.

In April, a request was made to your Council to nominate a

delegate, to act with a joint deputation appointed by the City Council and the Liberal Conservative Anti-Disallowance League, to proceed to Ottawa to endeavor to induce the Dominion Government to allow the charters for railways reaching to the International Boundary Line, granted by the Legislature of Manitoba, to stand.

The President was appointed by your Council to act as delegate. He proceeded to Ottawa, and on his return made a full report of the action taken by the deputation. His report was adopted by a unanimous vote.

In July, owing to the many misstatements made by interested parties both in this and the eastern provinces, that the freight and passenger rates in force in the Northwest on the Canadian Pacific Railway were fair and not excessive, your Council caused a pamphlet to be prepared, which, under the title of "Plain facts regarding the disallowance of Manitoba Railway Charters," clearly exposed the injustice and wrong done to the people of the Northwest by the exorbitant charges made by the Canadian Pacific Railway Company. Tables of rates were given, and the tariffs quoted from referred to. The correctness of the statements advanced in this pamphlet was uncontrovertible and has never been seriously challenged or contradicted. Ten thousand of these pamphlets were rapidly circulated in Manitoba, the Territories, the Eastern Provinces and Great Britain, and the issue caused a clearer understanding of our true position to be arrived at by thousands of people, who before had seen only the misstatements promulgated by that portion of the press in the Dominion interested in supporting the Canadian Pacific Railway.

In August, Mr. Van Horne, the vice-president of the Canadian Pacific Railway Company, after a visit to Manitoba, made publicly gross attacks on members of this Board, in regard to their position on disallowance, and also as to the object this Board had in view in agitating for the cessation of the disallowance policy of local railway charters. Your Council immediately replied to Mr. Van Horne's misstate-

ments, and, as on former occasions, took care to publish the fact that the people of Manitoba were only desirous of getting roads to the International Boundary to meet connections that would give lower freight rates to the eastern provinces, so that greater purchases might be made there, and a closer business connection established. A circular letter on this subject, which was mailed to the principal newspapers of Canada, was widely read and commented on—especially that portion drawing attention to the fact, that under the high customs tariff now in force, it would be impossible for us to import most lines of goods from the United States, even if they were carried free of freight charges.

About the first of October your Council were called upon to answer an open letter addressed by Sir George Stephen, president of the Canadian Pacific Railway Company, to the shareholders of that Company. Many of his statements were so utterly devoid of fact and so many misquotations from the terms of the Canadian Pacific Railway contract were made, that your Council had no difficulty in preparing an answer that was so conclusive, that the eastern press, with the exception of a few papers, acknowledged the justness of our contention. Four thousand copies of this pamphlet were printed by the Manitoba Anti-Disallowance Association, the Board of Trade of Brandon joining with our Board in publishing it over their names, an answer of itself to the untrue statements made by wire pullers, that the agitation was confined to Winnipeg. Copies of these pamphlets were mailed to all the Shareholders of the Canadian Pacific Railway Company.

#### VACANCIES.

A fortnight after the annual meeting, Lieut.-Colonel Mackeand, a member of your Council, died suddenly. The Board attended the funeral as a body, in token of their respect for the deceased. At a subsequent meeting, Mr. F. B. Ross was elected to fill the vacancy in the Council, caused by the death of Lieut.-Colonel Mackeand.

In December, Mr. D. F. Reid, a member of this Board, died suddenly at his home in Selkirk, whence he had removed from this city.

#### BOARD OF GRAIN EXAMINERS.

In July the Board of Grain Examiners presented to the Board their regular yearly report, which your Council recommend should be published as an appendix to this report. In September the Grain Examiners procured samples from all parts of the Province, after considerable difficulty, owing to the fact that with such an enormous yield of all grains it was well nigh impossible to get threshing done in that month. As provided for in the Inspection Act, a deputation of three of the Examiners proceeded to Toronto and assisted in selecting samples to serve as standards for the season's crop. A full set of standard samples are on file in the Secretary's office, for use in the case of boards of arbitration being called for.

Prof. Saunders, Superintendent of the Experimental Farm for the Dominion, has forwarded to this Board samples of early ripening hard wheats, and asked for the opinion of the Board as to their values as compared with that of red fyfc. The matter has been referred to the Board of Grain Examiners for their report.

#### HIDE AND LEATHER COMMITTEE.

The Hide and Leather Committee presented their Annual Report in July, with the returns made by Hide Inspector, who made suggestions regarding the distribution of information respecting the requirements of the Inspection Act. As ordered by the Board, the Committee prepared a circular addressed to country dealers, butchers and farmers, explaining the necessity of greater care being taken in the marketing of hides, as well as in the skinning of animals. This circular, to the extent of 1,000 copies, was distributed throughout the Province, and judging from the favorable comments made by the provincial press, and the fact that many papers have reproduced it more than once, your Council consider that the outlay was amply repaid.



### THE GOVERNMENT EXPERIMENTAL FARM.

Immediately after the last Annual Meeting of the Board your Council was called upon to take steps to secure, if possible, the locating of the Experimental Farm, which the Dominion Government proposed to establish in Manitoba, in the vicinity of Winnipeg. A large committee was appointed to act jointly with one from the City Council. Information was secured regarding several eligible sites in the immediate neighborhood of the city, which might be purchased at, in each instance, a very moderate cost. A deputation waited on the Hon. Thomas White, Minister of the Interior, who was in Winnipeg in March on a visit, to press upon him the advantages of this locality as a site for the farm. A strong memorial was prepared and forwarded to the Minister of Agriculture, and copies of it to the senators and representatives of Manitoba in the House of Commons. The position of this city as a railroad, educational, commercial and agricultural centre was pointed out to the Minister, and after the visit of Prof. Saunders, Director of the Experimental Farm Department, when he consulted with the committee, and was accompanied by its members to different suitable sites close to the city, your Council have every confidence that the proposed Experimental Farm will be located in the immediate vicinity of Winnipeg. This committee held six meetings, all of which were largely attended.

### THE DRAINAGE OF LANDS.

Your Council appointed a committee to collect all the information possible regarding the extent to which the lands, within a radius of twenty miles of this city, might be most thoroughly drained by a comprehensive and economical system. The committee waited on the Hon. Dr. Wilson, Minister of Public Works for Manitoba, and conferred with him on this subject. It was determined by the committee that the first thing requisite was the preparation of a topographical map of the district, which would show in detail the altitudes and natural water-ways of the area. An estimate was made by the City Engineer of the cost of a topographical survey and the preparation of a suitable map of the lands situated within twenty miles of the city, the amount estimated being about \$7,000.

The committee was to have again waited on the Hon. Dr.

Harrison, but the agitation in political matters rendered the attempt useless. Your Council leave to their successors the further investigation into this matter, which is of extreme importance to the city.

#### COLONIZATION AND IMMIGRATION.

A strong standing committee was appointed by your Council from amongst the members of the Board to act with a similar body appointed by the City Council, to take up the matter of devising the best means available for attracting the attention of settlers to the vacant lands in the vicinity of the city. After application, the City Council provided the sum of \$500 to be expended in carrying out the object aimed at. Under the direction of the committee a brief description of the character of the lands within a radius of twenty miles of the city, with a statement of the advantages offered to settlers by the Winnipeg markets, was issued, and under an arrangement with the Minister of Agriculture, distributed in Ontario, to the extent of 12,000 copies. It is satisfactory to know that many inquiries have been made regarding our lands, in consequence. Attention may be drawn to the fact that during the past summer a considerable quantity of the lands in this vicinity has been settled on; and the abundant harvest, marketed at the highest provincial prices, will, without doubt, induce many farmers to secure these lands at the low prices for which they are now offered. The Committee will submit a report to this meeting.

#### GRAIN ESTIMATES.

Your Council, in September, collected data regarding the yield in various grains throughout the Province, and from the information secured, prepared an estimate of the quantities of each description available for export. While exercising great care in compiling the figures, it was considered advisable to rather understate the totals, so that no imputation might be made of an attempt to boom the country on unreliable figures. It is satisfactory therefore to know that every indication at present confirms the estimates made by your Council of a grain yield per acre, that is probably without a parallel in any country on the globe. The estimate as published was widely circulated in Canada, the United States and Europe,

with the result that much attention has been drawn to Manitoba as a grain producing province. Wherever commented upon, the figures given have been accepted as trustworthy, and your Council suggest that steps be taken each year to obtain the necessary information required to issue an estimate of the amount of grain produced in the Province.

#### GRAIN STANDARDS.

In December a report was received from the Board of Grain Examiners concerning changes that were required in the Inspection Act of 1886, covering the legal standards for Manitoba hard wheats. Much discussion on the subject of our grain standards had taken place in the columns of the city and country newspapers, the consensus of opinion being, that they were too high, and placed the grain producers of Manitoba at a disadvantage, as the standards of Minnesota and Dakota do not necessitate the fixing of grades at the same altitude as in Canada. The Board of Grain Examiners recommended that your Council should memorialize the Minister of Inland Revenue to endeavor to secure a reduction of the percentages of Red Fyfe Wheat called for in the Extra Manitoba Hard, and Nos. 1 and 2 Manitoba Hard grades, and also to establish a new grade to be known as "Manitoba Hard White Fyfe" wheat, which was not provided for in the Inspection Act of 1886. After fully considering the question, the Council adopted the report and recommendations and forwarded to Ottawa a memorial embodying the proposed changes, as asked for. The memorial was, in all its essential points, at once acted upon by the Minister of Inland Revenue, and by an Order-in-Council, dated 22nd December, 1887, the following grades were gazetted:—

#### SPRING WHEAT.

Extra Manitoba Hard Wheat shall be sound and well cleaned, weighing not less than 62 pounds to the bushel, and shall be composed of not less than 85 per cent. of Red Fife Wheat grown in Manitoba or the North-West Territories of Canada.

No. 1 Manitoba Hard Wheat shall be sound and well cleaned, weighing not less than 60 pounds to the bushel, and shall be composed of at least two-thirds ( $\frac{2}{3}$ ) of Red Fife Wheat grown in Manitoba or the North-West Territories of Canada.

No. 2. Manitoba Hard Wheat shall be sound and reasonably cleaned, weighing not less than 58 pounds to the bushel, and shall be composed of at least two-thirds of Red Fife Wheat grown in Manitoba or the North-West Territories of Canada.

No. 1 Hard White Fife Wheat shall be sound and well cleaned, weighing not less than 60 pounds to the bushel, and shall be composed of not less than three-fourths of Hard White Fife Wheat grown in Manitoba or the North-West Territories of Canada.

#### GRADES.

Immediately after the appearance of the Official Gazette, the Boards of Trade in Toronto and Montreal appointed deputations to wait on the Dominion Government with strong protests against the carrying into effect, at once, of the provisions of the amended act. The result was that another Order-in-Council was issued, bearing date of 4th January, 1888, cancelling that of 22nd December, 1887, thus leaving our standards as they were. There is no doubt but that a certain amount of confusion would have resulted to exporters who have placed their samples and sold from them, but it certainly is a great pity that through the grades in force being extremely high the export figures will show a comparatively small amount of No. 1 Hard Wheat as going out of the country this year, the bulk of the crop ranging but very little below the standard for No. 1 Hard, which contains not less than 85 per cent. of pure Red Fife Wheat.

Your Council are of the opinion that a strong protest should be made by this Board against the principle that Eastern Boards of Trade, or other organizations, shall determine on and decide on the standards of wheats grown only in Manitoba and the Northwest Territories; and that the Dominion Government after, at the request of this Board, gazetting changes in the standards for Manitoba wheat, should cancel those changes at the request of the Boards of Trade of Toronto and Montreal, without even consulting this Board.

#### GRAIN MOVEMENT.

Your Council opened up a correspondence with business men at most of the principal grain shipping points in the province, with the

object of securing from them authentic information of the movement of grain and the facilities offered by the railroads to handle the business. In most cases returns have been received and a fair understanding of the car supply rendered has been kept up.

The returns of the Grain Inspector show the amount of wheat and other grain inspected at this point, where the C. P. R. require that all grain shipped "all rail" to the east should be inspected, but as practically all of the wheat shipped during the season of open navigation on the great lakes passes Winnipeg without inspection, the Winnipeg Inspector's returns give no indication of the total exports. On account of the re-inspection of a small quantity of wheat inspected here, on its arrival at Port Arthur, no total of the complete returns of the two inspectors will represent the actual exports, a state of affairs which is very unsatisfactory. The Canadian Pacific Railway tonnage returns would supply all the information required but access to these is denied by the railway authorities.

#### CUSTOMS MATTERS

Your Council have to express their thanks to Lieutenant-Colonel Scott, Collector of Customs, for the prompt assistance he has given to your Council, in supplying customs statistics and information on several occasions.

A memorial was addressed by the Council to the Minister of Customs on the matter of discrimination in the extension of time to importers in British Columbia, in which to make entries of dutiable goods "in transit" when the duties were increased. An explanation was made to your Council that the discrimination applied only to goods "in transit," via Cape Horn, to British Columbia.

The question of the duty charged on certain descriptions of fishing twine also occupied the attention of your Council.

A committee was appointed by your Council to enquire into the question of the refusal of the Canadian customs authorities to grant certificates which would permit of the shipping of Manitoba grain in bond through the United States *via* the Northern Pacific Railway from Pembina. This matter is now being investigated.

### COMMERCIAL UNION.

An invitation was extended to the Hon. Mr. Butterworth and Erastus Wiman, Esq., to address a public meeting on this subject, which was accepted by both gentlemen, but unfortunately, circumstances have since prevented them from visiting the Province. No action has been taken by this Board to place on record any endorsement or rejection of the Commercial Union movement, which has been the cause of much discussion in the Eastern Provinces, and especially with Boards of Trade. Mr. Goldwin Smith addressed a public meeting in the city on the subject, which was well attended.

### POSTAL MATTERS.

In February last, many complaints were made to the Board concerning the unsatisfactory state of the mail service, between Winnipeg and the points on the main line of the Canadian Pacific Railway westward, on Wednesday and Thursday of each week, there being no mails despatched to the west on Wednesdays and none coming east on Thursdays. Your Council took immediate action and appointed a committee to wait on the Post Office Inspector. After consultation with him, a memorial was prepared and forwarded to the Postmaster General, which represented the serious inconvenience to the business community caused by the existing arrangements, and asked that the local passenger trains should carry mails on days when no through trains ran. No notice was taken by the Post Office Department of this memorial, the receipt even not being acknowledged, but in the month of August the Hon. Mr. McLellan, Postmaster General, visited the city, and was waited on by a committee appointed by the Board to again take up the matter. The result of the visit of this deputation was, that an order was issued to send mails on the local trains between Winnipeg and Brandon on Wednesdays and Thursdays.

A petition was received from Glenboro asking the Council to use its influence in securing, for points along the Manitoba South-western Railway, the privileges of a mail service on each day that an express train ran on that line. The Post Office authorities were communicated with, but so far no change has been made in the service.

### FIREWOOD SUPPLY.

In December last a deputation of the dealers in firewood of this city waited on your Council, and asked its assistance in procuring from the Canadian Pacific Railway some relief from the operation of an order, issued by the company, denying to fire wood shippers, at points on the main line east of Selkirk, the privilege of loading cars between stations. The deputation represented that as the privileges of cutting wood on government lands were only let for a period of one year, shippers could not afford to put in side tracks at their own expense for a year's trade, and under the new order issued by the railway company, shippers in cars would have to haul wood six miles for shipment. Your Council appointed a committee to wait on the railway company, with the result that an amicable arrangement was made, by which shippers will be enabled to load cars at convenient points. This matter was an important one, as it was estimated that under the order, firewood would cost, laid down in the city, fully one dollar per cord more than at the present.

### OFFICIAL ASSIGNEES.

In June, it came to the knowledge of members of the Council that the Provincial Government intended to appoint an official assignee, and to make some changes in the Act regulating the mode in which assignments were made. Fully recognizing the importance such a change would have to the mercantile community, your Council after considering the proposed changes in the Act, appointed a deputation to wait on the Attorney-General. The deputation placed their views before the Government and secured certain modifications which made the provisions of the Act less objectionable. As the proposed amendment stood, it was compulsory on the part of persons assigning, to do so to an Official Assignee appointed by the Provincial Government. The deputation had this changed so that an assignment might be made either to the assignee, or to a person chosen at a meeting of the creditors of the estate, but disallowing the privilege of an assignor placing his estate in the hands of any person of his own choice outside of the above mentioned. A provision was also secured that the Official Assignee should not incur but a very

small preliminary expense before a meeting of the creditors was held.

### LOCAL INDUSTRIES.

A Standing Committee on Industries, appointed by your Council, has held several meetings, and consulted with a number of persons desirous of acquiring information in relation to manufacturing and other industries. Numerous letters have been received during the year from persons desirous of ascertaining the feasibility of establishing works for the manufacture of implements, flax-twines, leather, etc., all of which have received attention, and information has been returned. We would suggest that every opportunity be seized for making known the natural resources of this country in minerals, timber, fish and agricultural productions. The manufacture of the flax straw, which now is destroyed, offers a field for investors; as does the development of the coal beds of the west; the immense deposits of rich iron ore at Lake Winnipeg; the salt and petroleum deposits near Lake Winnipegosis; the building stone and lime materials, which, in unlimited quantities, are within easy reach of the city; the brick clays; the straw for paper making; poplar for wood pulp, &c., &c. Little effort has yet been made to draw attention to the value of our lake fisheries, though the whitefish from Lake Winnipeg are shipped to all the Western American cities, as far distant as Kansas City. Through a lack of appreciation of the immense area of Lakes Winnipeg, Manitoba, and Winnipegosis, (over 13,000 square miles), where fisheries are at present established, an attempt has been made to prevent the exportation of fish. Considering the fact that a large amount of capital has been invested in the tugs, fishing plant, etc., and that the exportation of whitefish only averages about *one pound weight to every ten acres* in the three lakes named, while a capable Inspector superintends and enforces the fishing regulations, it is to be hoped that common sense will be exercised if any changes are contemplated. In addition to the above three lakes, we have, in the Northwest, not less than 40,000 square miles of lake surface, affording an abundant fish supply, which has not yet been drawn on, save by the Indians and fur traders.



### WINNIPEG GRAIN AND PRODUCE EXCHANGE.

An event of great importance to the trade interests of the city, was the organization, in November, of the Winnipeg Grain and Produce Exchange, which body has for its object the centralization of the grain business, and the establishing of regular rules and methods for conducting the trade. With a membership of fifty, and an open Change daily, the business already transacted gives every indication that the time was ripe for the establishment of such an institution. It is probable that at an early date a request will be made for an amalgamation of the Exchange with this Board, as has been the case in Montreal and Toronto. It is significant that members of the largest grain shipping firms in Canada have openly stated on Change, that it is recognized, that after one or two crops like that of last year, the Winnipeg Exchange will rank as first in importance in the Dominion. Grain dealers throughout the Province, as well as from Montreal and Toronto, are sending in their application for membership.

### IMPROVEMENT OF WATERWAYS.

The importance of improving the natural waterways of the Northwest, and of connecting them by short canals, has been recognized for years past, but the settling up of the country, and the excessive freight rates imposed on the public by the Canadian Pacific Railway, has lately brought the matter into greater prominence. In conjunction with the City Council, your Council, last month, appointed several members of the Board to act on a joint committee to obtain all the available data regarding the extent and character of the improvements required to connect the waters of the Red and Assiniboine rivers with Lakes Manitoba and Winnipegosis, and through to the Great Saskatchewan, and also as to the probable cost of the work. Another object of inquiry will be the possibility of securing, by a system of dams in the Assiniboine river, sufficient power to run mills and other manufacturing establishments in the city.

The joint committee has organized, and a deputation waited on the City Council, with the result that a vote of \$2,000 has been passed by that body to survey the Assiniboine river. Work has already been started.

### REVISION OF CONSTITUTION.

In December the Board appointed a committee to review the constitution and by-laws governing the Board. Owing to the delay in obtaining from the Secretary of State's office copies of the documents relating to the registration of the Board under the General Act of the Dominion, the committee has found it impossible to present to the Annual Meeting a draft of the proposed revised constitution and by-laws, but will be prepared to report at an early date.

Your Council wish to express their pleasure at the immediate response made by the City Council when requested to appoint committees to act jointly with similar bodies from this Board.

The Treasurer's report has already been placed in your hands and those of the President and Secretary will be presented with this.

The new Board room, with its central position and comfortable adjuncts, has been regularly used as an office by the Secretary, as well as for the holding of Board, Council and committee meetings. The beginning of a fair statistical and commercial library has been collected by the Secretary without cost to the Board. Four hundred and seventy volumes of reports, many maps, papers, etc., are on the shelves, and have been of great service in the compiling of statistical letters and reports.

The number of applications made to the Board, both by letter and in person, for information regarding the country, its mercantile interests and natural resources, has been very large. Strangers visiting the city frequent the Board rooms for such information.

All of which is respectfully submitted.

J. H. ASHDOWN,  
*President.*

CHAS. N. BELL,  
*Secretary.*

## SECRETARY'S REPORT.

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

GENTLEMEN,—I have pleasure as Secretary in submitting a short report on the work performed in my office last year.

Seven meetings of the Board, twenty of the Council and over forty of committees were held during the year, in addition to a large number of sub-committee meetings. The calling together of these bodies necessitated the issuing of 1,900 notices.

Over 300 statistical and general letters were mailed, some of which required days of steady work to compile the information given.

Over 500 letters were received and filed, many of these being from correspondents in Europe, the United States and Eastern Canada, seeking information regarding the natural resources, and mercantile and manufacturing interests of Manitoba. Others were answers to circulars sent out from my office.

The large number of 26,000 pamphlets, issued over the name of this board on Disallowance and Winnipeg's Vacant Lands, were distributed at the cost of much labor and time.

Circulars on the subjects of hide inspection, car shortage, grain estimates, grain movement, disallowance, etc., to the number of 3,000, were mailed, the trouble of procuring the addresses of persons interested in these subjects necessitating much labor.

The difficulty of obtaining access to data relating to the resources of this country and to statistical records, such as are constantly required in compiling petitions, memorials, etc., on matters affecting the Province, has long been experienced by members of this board. During the year I have donated, or collected without cost to the

board, 370 volumes of Canadian and United States Government reports of value, with 109 volumes of annual reports of boards of trade in Canada and the United States, which are full of valuable statistics for business men. Most valuable maps to the number of 73 have also been procured from many sources without cost to the board. The list of pamphlets, daily, weekly and monthly newspapers, trade journals, official gazettes, weekly prices current, etc., regularly received, is a considerable one.

A large number of persons have visited the board room in quest of information. Strangers have been supplied with literature, reports, etc., kept on hand for the purpose.

I have been present at every meeting held in the board room and have also acted as secretary for all joint committees of this Board and the City Council.

Owing to the difficulty of obtaining a perfect return of the amount of business in wholesale, retail, and manufacturing, transacted in this city during the year 1887, and to the objectionable features connected with the approximating of the amount of business, I have not at present attempted to make a report of statistics in that direction, though a great mass of data has been collected, which will be tabulated for presentation at an early date.

I have compiled tables of statistics regarding customs returns, export of fish, etc., which have been frequently asked for during the year.

Though there were two deaths and fifteen members of the board vacated their seats by default in dues or by leaving the Province, the membership, through the addition of new entries, stands with three more than last year, viz., 151 paid up members.

The Secretary's office has been open each business day.

CHAS. N. BELL,

*Secretary.*

## TREASURER'S REPORT.

### RECEIPTS.

By cash on hand.....	\$ 443 18
" entrance fees and subscriptions.....	1,655 00
" interest on bank accounts.....	10 98
	<hr/>
	\$2,109 16

### DISBURSEMENTS.

To address to J. M. Egan ...	\$ 47 00
" Secretary's salary .....	900 00
" expenses of delegates to Ottawa, re "Dis- allowance".....	180 00
" James E. Steen, printing account.....	242 10
" postage, advertising meetings, etc.....	177 77
" telephone subscription.....	30 00
" furniture .....	169 48
" rent to 31st Dec., 1887.....	48 61
" collecting grain samples in 1885.....	10 00
	<hr/>
	\$1,804, 96
Balance in bank .....	304 20
	<hr/>
	\$2,109 16

FRED. W. STOBART,

*Hon. Treasurer.*

Audited and found correct,      G. F. GALT,  
JOHN GALT.

## HIDE AND LEATHER EXAMINERS.

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

Your Committee of Hide and Leather Examiners present herewith their Second Annual Report:

The calls on your Committee during the past year have been but few, the Inspection Act working smoothly and giving satisfaction. The Inspector, Mr. W. J. Bird, has performed his duties in a manner that amply demonstrates his fitness for the position.

The Inspector reports that the quality of the hides and calfskins marketed by the city butchers has greatly improved. On the contrary, the hides and calfskins reaching here through country dealers are very inferior, chiefly owing to mutilation of the hides. If the country dealers only fully recognized that all shipments made by them are inspected by the Official Inspector and payments are based entirely on his certificates, they would impress on farmers and country butchers the necessity for more care in skinning. It is a common case to find ten per cent. of damage to the hides, which the Inspector grades accordingly, and the shipper is the loser on weight and freight charges. Some country shippers seem to be unaware of the fact that men in the trade here purchase on the Inspector's certificates. Still, on the whole, very encouraging progress has been made through the efforts of the Inspector.

Your Committee are pleased to report that no appeals have been made from the Inspector's grading.

F. OSSENERUGGE, *Chairman.*

CHAS. N. BELL, *Secretary.*

HIDES INSPECTED 1887, WINNIPEG.—No. 1, 8,128; No. 2, 6,535; No. 3, 676; total, 15,339; fees collected by Inspector, \$766.95.

## GRAIN EXAMINERS.

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

Your Grain Committee present herewith their Second Annual Report.

After organizing, the first matter to receive the attention of the Committee was the collection of samples of grain from which to select grading standards for use during the year. This they attended to, and, in compliance with the provisions of the inspection law, sent three members of the Committee to Toronto in September last, who, with delegates from other Boards of Trade in the Dominion, selected the grain standards to regulate the inspection for the year. A full set of these standards have since been on file in the Board room, and your Committee recommend that a suitable case be procured for the safe keeping of these standards, so as to enable the Secretary to act as sole custodian, and be prepared, if required, to certify to their identity.

Your Committee desire to express their entire satisfaction with the working of the Inspection Act and of the services rendered by the Deputy Inspector, Mr. Horne, in the absence of the Inspector during the entire year.

The grain crop of 1886 being so equal in excellence, the standards selected were more readily determined on at Toronto, and while being high enough, were selected with a view of taking in the largest quantity possible of the season's crop. The result will be seen by the following figures. Taking the wheat inspected at Winnipeg the percentages were as follows :—No. 1 Hard, 61 per cent. ; No. 2 Hard, 9 per cent. ; No. 1 Northern, 16 per cent. ; Nos. 2 and 3 Northern, 4 per cent. ; Nos. 1 and 2 Spring, 5 per cent. ; rejected 5 per cent.

The movement of the wheat inspected at Winnipeg for the several months was as follows :

1886.	
July .....	118 cars.
August .....	49 "
September .....	94 "
October .....	225 "
November .....	405 "
December .....	326 "
1887.	
January .....	223 cars.
February .....	117 "
March .....	222 "
April .....	120 "
May .....	38 "
June .....	67 "
	2004 cars.
Seed Wheat for N.W.T .....	78 cars.
Total .....	2082 cars.

The quantity of wheat inspected at Winnipeg was 2,082 cars with an average of about 650 bushels per car, giving an aggregate of 1,342,600 bushels. Of this quantity 225 cars (146,250 bushels), was of the 1885 crop. The grain inspected at Winnipeg of course does not cover the total amount passing through, a considerable percentage of the total being inspected at Port Arthur and other eastern points. Nor does the above include wheat uninspected and used by millers in the Province, or wheat now in store at outside points. The total export of wheat and flour from the 1886 crop aggregated 4,000,000 bushels. The barley inspected foots up to 21,100 bushels and the oats to 74,000 bushels. The great percentage of the barley and oats are sold on sample and are not inspected at this point, which explains the small returns made of those grains.

Your Committee are pleased to say that no disputes as to grading have been referred to them for settlement.

GEO. J. MAULSON, *Chairman.*

CHAS. N. BELL, *Secretary.*

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EXTRACTS FROM THE GENERAL INSPECTION ACT  
OF CANADA, CHAP. 99, 49 VICT., 1886.

BOARDS OF EXAMINERS.

The Board of Trade at each of the cities of Quebec, Montreal, Toronto, Kingston, Hamilton, London, Ottawa, Winnipeg and St. John, N.B., and at Port Arthur, and the Chamber of Commerce at the city of Halifax and at the city of Victoria, shall annually appoint in the said localities respectively, and the Governor-in-Council may, from time to time, appoint in any county in Canada or for any inspection division, five fit and skilful persons, any three of whom shall be a quorum, for each class of articles to be inspected in such locality or county, to examine and test the ability and fitness of applicants for the office of inspector or deputy inspector of such articles; and no person shall be appointed such inspector or deputy inspector, who has not been examined by and received a certificate of qualification from the proper board of examiners; and the board may, at any such examination, permit the attendance of any person or persons of experience and skill in the subject of such examination, and allow them to propose questions pertinent thereto to the candidate in order to test his knowledge and skill.

Every such board shall grant such certificates, and such only, as to the qualification of the candidates who present themselves for examination, as the knowledge and proficiency of such candidates require or justify. 37 V., c. 45, s. 2, *part*;—46 V., c. 29, s. 1;—48-49 V., c. 66, s. 2.

*General Provisions.*

One or more members, not exceeding three, of each of the boards of examiners of applicants for the office of inspectors of wheat and

other grain for the cities of Quebec, Montreal, Toronto, Hamilton, London, Ottawa, Winnipeg, Halifax, St. John, N.B., and Port Arthur, shall meet together in the city of Toronto between the fifteenth day of August and the first day of October in each year, for the purpose of choosing samples of grain of the various grades, to be the standards by which the inspectors of grain throughout Canada shall be governed in the work of inspection; and such standards shall be chosen and approved by the said examiners, or a majority of them present at such meeting, notice of which shall be given by the Council of the Board of Trade of Toronto.

In the absence of the representative of any board or boards of examiners herein mentioned, such representatives as are present in the said city of Toronto, and representing not less than three of the places herein mentioned, shall proceed to establish the Dominion standards for grain as herein provided, and if the requisite number of representatives are not present on or before the first day of October, or if from any other cause the board hereby constituted fails to assemble or to establish the standards herein mentioned, then such standards shall be established by such means as the Governor-in-Council directs. 48-49 V., c. 66, s. 12.

If any dispute arises between the inspector or deputy inspector for any of the places hereinbefore mentioned by name, where there is a board of trade or a chamber of commerce, and the owner or possessor of any article inspected under this Act, with regard to the quality or condition of such article, or relating thereto, such dispute shall not be decided in the manner in this section before provided, but upon application by either of the parties to the dispute, to the secretary of the board of trade or the chamber of commerce for the place where the dispute has arisen, the secretary shall forthwith summon a meeting of the board of examiners for the said place, who, or a majority of whom, shall immediately examine such article and report their opinion of the quality or condition thereof; and their determination, or that of a majority of those present, expressed in writing, shall be final and conclusive, and the inspector or deputy inspector, shall immediately attend and conform himself thereto, and shall brand, stamp or mark, or cause to be branded, stamped or marked, such article or the package containing the same, of the quality or condition ascertained by the determination aforesaid,

or shall grant a certificate of inspection in accordance with such determination, as the case requires.

### WHEAT AND OTHER GRAIN.

The grades of grain shall be as follows :—[Extracts]

#### *Spring Wheat.*

Extra Manitoba hard wheat shall be sound and well cleaned weighing not less than sixty-two pounds to the bushel, and shall be composed of red Fife wheat grown in Manitoba or the North-West Territories of Canada ;

No. 1 Manitoba hard wheat shall be sound and well cleaned weighing not less than sixty pounds to the bushel, and shall be composed of at least eighty-five per cent. of red Fife wheat grown in Manitoba or the North-West Territories of Canada ;

No. 2 Manitoba hard wheat shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least eighty-five per cent. of red Fife wheat, grown in Manitoba or the North-West Territories of Canada ;

No. 1 northern spring wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least fifty per cent. of red Fife wheat, grown in Manitoba or the North-West Territories of Canada ;

No. 2 northern spring wheat shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least fifty per cent. of red Fife wheat, grown in Manitoba or the North-West Territories of Canada ;

No. 3 northern spring wheat shall comprise all wheat of the above mentioned varieties, fit for warehousing, and weighing not less than fifty-six pounds to the bushel, not good enough to be graded as No. 2 ;

No. 1 spring wheat shall be sound and well cleaned, weighing not less than sixty pounds to the bushel ;

No. 2 spring wheat shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel;

No. 3 spring wheat shall comprise all wheat fit for warehousing, not good enough to be graded as No. 2, weighing not less than fifty-six pounds to the bushel;

Rejected spring wheat shall comprise all wheat fit for warehousing, but too low in weight or otherwise unfit to be graded as No. 3;

*Oats.*

No. 1 oats shall be sound, plump, clean and free from other grain;

No. 2 oats shall be sound, reasonably clean, and reasonably free from other grain;

Rejected oats shall include such as are damp, unsound, dirty, or from any cause unfit to be graded as No. 2.

*Barley.*

No. 1 barley shall be plump, bright, sound, clean and free from other grain.

No. 2 barley shall be reasonably clean and sound, but not bright and plump enough to be graded as No. 1, and shall be reasonably free from other grain, and weigh not less than forty-eight pounds to the bushel.

No. 3 extra barley shall be in all respects the same as No. 2 barley, except in color, weighing not less than forty-seven pounds to the bushel.

No. 3 barley shall include shrunken or otherwise slightly damaged barley, weighing not less than forty-five pounds to the bushel.

No. 4 barley shall include all barley equal to No. 3, weighing less than forty-five pounds to the bushel.

All barley which is damp, musty, or from any cause badly damaged or largely mixed with other grain, shall be graded as "rejected."

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*Provisions as to all Grains.*

No grain that is warm, or is in a heating condition, shall be graded.

In the inspection of grain the weight shall not alone determine the grade.

All inspectors shall make their reasons for grading grain, when necessary, fully known by notation on their books.

All good wheat that is slightly damp shall be reported and entered on the inspector's books as "no grade" with the inspector's notations as to quality and conditions.

All wheat that is in a heating condition, or too damp to be considered safe for warehousing or that has any considerable admixture of foreign grain or seeds, or is badly bin-burnt, whatsoever grade it might otherwise be, shall be reported and entered on the inspector's books as "condemned," with the inspector's notations as to quality and conditions.

Any material admixture of "rice wheat," otherwise known as "goose" or "California" wheat, or of red chaff wheat with other descriptions of wheat, shall exclude the parcel from regular inspection.

All wheat shall be weighed, and the weight per bushel entered on the inspection book.

## PROVINCE OF MANITOBA.

Statement of direct imports and exports from and to foreign countries for years ending 30th June.

YEAR	Imports. (Consumption)	Exports.	Duty paid.	Remarks.
1871	\$286,337	\$30,520	\$15,725	For 3 months only
1872	1,020,172	85,541	46,840	" " " "
1873	1,029,130	246,983	48,074	" " " "
1874	1,853,659	797,762	67,472	The old tariff of Assiniboia of 4% ad valorem was continued in force in Manitoba during these years
1875	1,227,905	588,958	171,431	
1876	1,735,457	770,188	253,046	
1877	1,214,826	653,816	192,480	
1878	1,171,107	725,898	223,530	
1879	1,196,287	512,899	274,235	
1880	1,238,157	562,714	297,767	
1881	1,941,463	626,116	437,578	
1882	5,223,856	666,119	1,054,601	
1883	9,312,053	510,469	1,764,806	C.P.R. opened from Port Arthur.
1884	3,768,851	772,730	664,038	
1885	2,759,870	1,083,528	569,959	C.P.R. all rail around Lake Superior.
1886	1,959,337	852,615	467,213	
1887	2,012,183	875,041	508,948	
	\$38,950,620	\$10,311,897	\$7,057,743	

The amounts shown by no means cover the totals of goods imported and exported from Manitoba. The vast bulk of manufactured goods consumed is carried by the Canadian Pacific Railway through Canadian Territory from eastern Canada, and probably the amount of merchandise consumed in Manitoba which has been imported from foreign countries, *but paid duty at Eastern Canadian ports*, will fully equal, in each year, one half that of the sum actually credited in the above table. In consequence, to arrive at the amounts which would in reality cover our imports, each year's figures shown above must be increased by one half. In the case of Exports the grain exported from Manitoba does not appear at all in the Trade returns of Canada as credited to Manitoba, for the shipments are made via

the Canadian Pacific Railway, and the ports of Toronto, Montreal, &c., are, as a fact, credited with our exports. The value of exports from Manitoba for this year, in grain alone, will reach \$7,000,000, a large percentage of which has been shipped via Eastern Canada to foreign countries, and in no case credited to Manitoba on the Customs books. To illustrate this point it may be stated that the Government Trade Returns of Canada for the year ending 30th June, 1887, show, as the export to foreign countries, of wheat from Manitoba, 185 bushels, while as a fact over 4,000,000 bushels were shipped from the Province, much of which was exported to Great Britain from Montreal, that port receiving the credit for our export.

#### INTERPROVINCIAL TRADE.

Statement showing the value of goods purchased in Eastern Canada, by Manitoba during certain years, which passed through the United States "in bond."—Year ending 30th June:

1877.....	\$662,489	1883.....	\$11,621,573
1878.....	1,374,311	1884.....	3,873,798
1879.....	2,599,980	1885.....	1,428,994
1880.....	3,599,980	1886.....	55,179
1881.....	5,351,665	1887.....	44,146
1882.....	10,575,770		

In 1883 Canadian goods began to pass to Manitoba by the Canadian route and no record was possible of the values so shipped, but it will be seen by the records for 1886 and 1887 that practically speaking all shipments to Manitoba are now made through Canadian Territory. If, with a population of 65,954 in 1881, goods to the value of \$5,351,665 were purchased in Eastern Canada, a much greater amount is now purchased with a population of 115,000, even allowing for a falling off in the trade of provisions, etc. now supplied by the farmers of Manitoba.

For information as to the general character of the eastern Canadian goods purchased by Manitoba the following table is given :

Description	1881.	1882.	1883.
Goods not classified .....	\$1,046,564	\$4,433,735	\$2,662,981
Machinery all kinds .....	1,013,755	745,807	1,043,937
Settlers effects .....	907,957	608,376	423,613
Groceries and Provisions .....	630,355	1,096,914	1,755,803
Iron, Steel and Hardware .....	315,579	1,651,009	1,471,195
Dry Goods, Clothing, etc .....	84,370	1,570,711	3,375,573
Leather Manufactures .....	701,741	199,487	683,870
Liquors .....	651,344	269,730	204,611
Total .....	\$5,351,665	\$10,575,770	\$11,621,583

#### 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

In 1886 the following cities in the United States consumed our fish : Buffalo, 460,340 lbs.; Minneapolis, 496,568 lbs.; St. Paul, 351,540 lbs.; Chicago, 71,800 lbs.; Detroit, 70,003 lbs.

Following is detailed list of the fish exported in 1887 :

Whitefish, fresh .....	841,480 lbs.	Value \$39,048
" salted .....	314,500 lbs.	" 10,900
Jackfish .....	238,604 lbs.	" 6,345
Pickarel .....	143,379 lbs.	" 7,061
Pike .....	19,475 lbs.	" 803
Tullibee .....	18,736 lbs.	" 657
Goldeye .....	5,003 lbs.	" 220
Perch .....	1,487 lbs.	" 227
	<u>1,582,664</u>	<u>\$65,262</u>