

Fifteenth Annual Report

OF THE

Winnipeg Board of Trade

WITH THE

Reports of Council, Treasurer,
Committees, &c.

Adopted at the Annual Meeting, held Feb. 6th, 1894

ISSUED BY AUTHORITY OF THE BOARD.



WINNIPEG :
MANITOBA FREE PRESS PRINT.
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Winnipeg Board of Trade.

OFFICERS AND COUNCIL.

PAST PRESIDENTS.

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

COUNCIL FOR 1894.

W. B. Scarth, <i>President</i> .	Andrew Strang, <i>Treasurer</i> .
R. T. Riley, <i>Vice-President</i> .	Chas. N. Bell, <i>Secretary</i> .
F. L. Patton, J. Y. Griffin, D. W. Bole, S. A. McGaw, Wm. Georgeson, Jno. Galt, J. H. Ashdown, F. W. Stobart, R. J. Whitla, Stephen Nairn, F. W. Thompson, K. McKenzie, Jas. Redmond, T. A. Anderson, H. Miller, J. H. Housser.	

BOARD OF ARBITRATORS.

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

STANDING COMMITTEES.

July 4th, 1893, to July 3rd, 1894.

BOARD OF GRAIN EXAMINERS.

S. A. McGaw, *Chairman*.

J. A. Mitchell. S. Nairn. S. Spink.

BOARD OF FLOUR AND MEAL EXAMINERS.

S. Nairn, *Chairman*.

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

BOARD OF HIDE AND LEATHER EXAMINERS.

E. F. Hutchings, *Chairman*.

P. Gallagher. H. D. Tullock. N. Bawlf. F. Ossenbrugge.

GENERAL GRAIN COMMITTEE.

S. Spink, *Chairman*.

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

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List of Members.

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Galt, G. F	G. F. & J. Galt	Wholesale Grocers.
Galt, Jno	" "	" "
Georgeson, Wm	Thompson, Codville & Co.	" "
Gilroy, Thos.	Sun Life Assur. Co. of Can.	Manager.
Girdlestone, G. W	" "	Insurance.
Gordon, C. M.	Gordon & Suckling	Real Estate.
Griffin, J. Y	J. Y. Griffin & Co.	Wholesale Provisions.
Harris, J. W	" "	Assessment Commissioner
Hastings, W. A	Lake of the Woods Mill'g Co.	Millers & Grain Dealers.
Hastings, G. V	" "	" "
Henderson, W. F	W. F. Henderson & Co	General Commission.
Hespeler, Wm	Man. Land Co	Manager.
Hoare, C. S	Imperial Bank	" "
Holliday, J. McL	" "	Commission Agent.
Horn, D.	" "	Grain Inspector.
Housser, J. H	Hassey-Harris Co	Agricultural Implements.
Howard, J. F	J. F. Howard & Co	Drugs.
Hutchings, E. F	" "	Harn's & Leather Goods.
Leslie, Jno	Scott & Leslie	Furniture.
MacArthur, D	" "	" "
Mackenzie, K	Mackenzie, Powis & Co	Wholesale Grocers.
McBean, A. G	McBean Bros	Grain Dealers.
McBean, D. G	" "	" "
McBean, A	McBean & Son	" "
McBride, T. J	Massey Harris Co.	Agricultural Implements.
McGaw, S. A	Lake of Woods Milling Co	Millers & Grain Dealers.
McKechnie, Jno	Vulcan Iron Co	Superintendent.
McMillan, Hon. D. H	D. H. McMillan & Co	Grain Dealers.
Manning, R. F	Western Coal Co	Coal and Wood.
Martin, Wm	Martin, Mitchell & Co	Grain.
Mathewson, F. H	Bank of Ottawa	Manager.
Maulson, Geo. J	Lond. Can. Loan & Ag'y. Co.	" "
Miller, H	Miller, Morse & Co	Wholesale Hardware.
Mitchell, J. A	Martin, Mitchell & Co	Grain.
Moffat, Alex.	Drummond Bros. & Moffat	Fin. and Ins. Agents.
Monk, J. B	Bank of Ottawa	Manager.
Morgan, J. G	New York Life Co	General Agent.
Mott, E. A	The Cockshutt Plow Co	Manager.
Muir, R	R. Muir & Co	Miller.
Nairn, Stephen	Winnipeg Oatmeal Mills	Proprietor.
Nanton, A. M	Osler, Hammond & Nanton	Financial Agents, etc.
Nichols, W. G	Molson's Bank	Manager.
Ogilvie, W. W	Ogilvie Milling Co	Millers & Grain Dealers.
Ossenbrugge, F	" "	Tanner and Furs.
O'Loughlin, M. R	O'Loughlin Bros. & Co	Wholesale Stationery.
Parsons, S. R	Parsons, Bell & Co	Wholesale Stationery.
Patton, F. L	Union Bank of Canada	Manager.
Pettigrew, W. D	W. D. Pettigrew	Commission.
Porter, Jas.	Porter & Co	China and Glassware.
Powis, Ed	Mackenzie, Powis & Co	Wholesale Grocers.

Redmond, Jas . . .	Ames, Holden & Co . . .	Wholesale Boots & Shoes.
Redmond, E. J . . .	Redmond, Greenleese & Co . . .	Whol. Hats & Caps, etc.
Richard, J. A . . .	Richard & Co . . .	Whol. Liquors & Cigars.
Richardson, R. D . . .		Publisher and Stationer.
Richardson, C. S . . .		"
Riley, R. T . . .	Sanford & Co . . .	Wholesale Clothing.
Robinson, Cap. W . . .	N. W. Navigation Co . . .	Manager.
Robinson, T. D . . .	T. W. Robinson & Co . . .	Coal & Wood.
Rowbotham, S. A . . .		Financial Agt. & Real Est.
Rublee, M. W . . .	Rublee, Riddle & Co . . .	Wholesale Fruits.
Russell, Jno . . .	Freehold Loan Co . . .	Local Manager.
Ruttan, H. N . . .		City Engineer.
Ryan, Thos . . .		Whol. Boots and Shoes.
Scarth, W. B . . .	Can. Northwest Land Co . . .	Land Commissioner.
Scroggie, Jas . . .	R. G. Dunn & Co . . .	Manager.
Sharpe, H. E . . .	Imperial Oil Co . . .	General Agent.
Steen, J. E . . .	"The Commercial" . . .	Publisher.
Stephens, G. F . . .	G. F. Stephens & Co . . .	Wholesale Paints & Oils.
Stobart, F. W . . .	Stobart, Sons & Co . . .	Wholesale Dry-Goods.
Strang, Andrew . . .	Strang & Co . . .	Commission.
Spink, S . . .		Grain Dealer.
Spera, A. E . . .	Cornell, Spera & Co . . .	Whol. D.G. & Smallwares
Sprague, D. E . . .		Lumber Mills.
Steele, C. H . . .	Hudson's Bay Co . . .	Mill Manager.
Thompson, W. J . . .	Thompson, Codville & Co . . .	Wholesale Grocers.
Thompson, F. W . . .	Ogilvie Milling Co . . .	Manager.
Tullock, H. D . . .	H. D. Tullock & Co . . .	Harness and Saddlery.
Turnbull, J. H . . .	Turnbull & McManus . . .	Sash and doors.
Turner, J. L . . .	Turner, Mackeand & Co . . .	Wholesale Grocers.
Webb, T. Harry . . .	Patterson Bros. Co . . .	Agricultural Implements.
Wesbrook, H. S . . .		"
West, David . . .	Standard Oil Co . . .	General Agent.
Whitla, R. J . . .	R. J. Whitla & Co . . .	Wholesale Dry Goods.
Wickson, A . . .	Merchants' Bank . . .	Manager.
Wood, Geo. D . . .	G. D. Wood & Co . . .	Wholesale Hardware.

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PRESIDENT'S ADDRESS.

In moving the adoption of the Report of the Council for the past year, I will take advantage of the example set me by my predecessors and offer you a few remarks.

Though the past year is not one which stands out conspicuously in the records of the Board as being remarkable for any particular work brought to a successful conclusion, I think it may fairly be claimed that a very large amount of useful work has been done in the interests of Winnipeg, and the Province generally, and which is dealt with fully in the report brought down by the Council. This country, in common with nearly the whole of the rest of the world, has, during the past year, been passing through a period of extraordinary depression which I believe will be historical, for surely when such a state of affairs exists as was the case in the United States last August, when the Chemical Bank of New York was unable to give the New York Central Railway \$700,000 in currency to make up their weekly pay roll, the past year will be looked back to by future generations as an epoch in history. It will always be the highest tribute to our Canadian system of banking, that during this depression and panic, whilst banks were failing daily in the States, our only bank failure in Canada was the Commercial Bank here, which we all regretted, but was in no way attributable to the then existing financial stringency, and money was always to be had for all legitimate business requirements at very reasonable rates.

Winnipeg has, I am glad to say, during the past year increased steadily, and though we have no reliable data on which to estimate the amount spent on new buildings, one has only to drive round the streets to see that a very large amount of building has been done, and of a class too which reflects a credit on the City.

A big stride I consider was taken towards advancing the interests of the city, by building it up as the distributing

centre of the Canadian North West, when the City Council last February secured legislation abolishing the iniquitous system, which had existed in the past, of making one class of its business community pay a very heavy tax for doing business, and allowing the rest to go free.

I am sorry to see the year close without our having yet obtained an independent railway connection between Winnipeg and Lake Superior. When nature has given us such a magnificent system of waterways between Lake Superior and the Atlantic, thereby placing us within a few miles practically of the seaboard, we do indeed seem to be blind to our own interests when we fail to secure that connection, for so long as we are without it, we are still in the hands, and at the mercy of, the C. P. Ry. Co. whose interests it is true are bound up with our own, but who we believe cut too close to the farmers cost when calculating what the farmers can afford to pay for the carriage of their grain.

The price this year obtained by the farmer in Manitoba for his wheat has no doubt been most disappointing, and the question faces us, is this likely to continue? At present it looks as if such would be the case, as owing to the great amount of immigration to different parts of the world during the last twenty years, and the great bulk of such emigrants or their children having no other choice but cultivate the soil, at present they must grow grain, and as eighty per cent to ninety per cent of the climates to which these emigrants have gone, grow wheat better than anything else, being too hot for other kinds of grain, take for instance India, Australia, Africa, Turkey, and a great many other countries from which wheat is now exported, and a good many of which had never exported wheat until a few years ago, I can hardly see how we are to expect any decrease in the supply. Then again the amount of tonnage in shipping is immensely increased, and ready, at a moments notice, to carry wheat at a price which a few years ago would have been thought ruinous. In consequence too of the world's crop of wheat being harvested in al-

most every month of the year, the chances of a failure in crops are minimized. There seems to me therefore to be no hope of wheat rising materially in price. Under these circumstances it behoves us, surely, to reduce, where possible, the cost of production, or in other words cheapen the expenses of the farmer to enable him to compete in the markets of the world, and as pointed out to Messrs. Foster and Angers in the memorial presented to them when here last summer, the only way to do this is to reduce to a revenue basis the import duties on all farmers' necessities. If this portion of Canada is to advance at all, it is a prime necessity that protection, which benefits a handful of manufacturers in the Eastern portion of Canada, must be done away with, and the absurd theory that Manitoba and the Northwest exist only as a market for Eastern Canadian manufacturers, abandoned. For though the argument is freely used that Eastern Canada has borne the burden of developing this country, and that therefore in return this country should not object to paying heavy burdens in the shape of taxation for the benefit of eastern manufactures, surely when we consider the amount this country annually contributes, by payment of interest on bonded indebtedness for public works in Eastern Canada, the argument is a fallacious one.

I trust such legislation will be introduced during the present sitting of the Local House as will, without violating any contract at present existing, do away for the future with the destructive system of credit which obtains throughout the country, and whilst of no benefit to the farmers, is a heavy loss annually to the storekeepers.

I cannot close without expressing a hope that by means of the city's generous offer of \$100,000 towards the construction by the Dominion Government of the St. Andrew's Locks, we have cut off the Government's last excuse for not carrying out this work, and that the present year will see it well under way.

F. W. STOBART.

REPORT OF COUNCIL.

WINNIPEG, 6TH FEBRUARY, 1894.

To the Members of the Winnipeg Board of Trade.

GENTLEMEN :—

The Council beg to present to you their Fifteenth Annual Report. The following matters received attention at the hands of the Board during the past year :—

TWO-CENT LETTER POSTAGE.

By concerted action the question of a two-cent rate of postage on domestic and American letters was taken up by a number of the principal boards of trade in Canada. This Council, after consideration, petitioned the Postmaster General at Ottawa, in favor of a two-cent per ounce letter rate, believing that it would be of great benefit to trade, and that, as experience has shown in other countries, the lowering of the postage rate increases the quantity of mail matter offered and the revenues from stamps sold.

GRAIN ELEVATOR AT ST. JOHN, N. B.

The St. John Board of Trade notified this Board in August that a grain elevator of 300,000 bushels capacity, had been erected in that city, through which grain could be shipped during all months of the year. The Council took steps to draw the attention of persons in the grain trade in Manitoba to the fact. The erection of this elevator makes possible what has not been the case heretofore, the shipping of grain from a Canadian seaport in the winter season. Practical use has been made of its facilities this winter, though the prevailing all-rail freight rates have prevented any winter shipments of grain from Manitoba, if shippers desired to use this new route to Europe.

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GRAIN ELEVATOR AT WINNIPEG.

The Committee of the Board, acting with one from the Winnipeg Grain Exchange, urged Mr. Van Horne, when he was in the city last summer that the Canadian Pacific Railway Company erect an elevator in Winnipeg, for the handling and storing of grain. Mr. Van Horne assured the deputation that it was the intention of the Company to have such an elevator, and that Mr. Whyte, General Superintendent, was already moving in the matter. Later on in the season the Company decided to postpone the work for another year. Mr. Whyte, who has just returned from his annual conference with the President, in Montreal, has stated that the elevator will be built and in working order when the 1894 crop is ready to move.

DEPUTATION FROM GIMLI.

On the 7th March last a deputation from the Icelandic inhabitants of the Gimli District, on the south-west side of Lake Winnipeg, waited on the Council and requested that the Board assist them in urging on the Canadian Pacific Railway Company the necessity and expediency of extending the Stonewall branch to Gimli. The deputation of the Council, interviewing Mr. Van Horne some time later, brought this matter before him and were assured that engineers' reports of the line asked for were in the hands of the Company, who desired to give attention to extending branches throughout the northern part of the Province, but, as a proposition was before them to construct a branch line west from Selkirk, he could not give any answer as to an extension of the Stonewall branch. It is now stated that no extension of these lines will be made in 1894.

HEALTH ACT COMMITTEE.

The Committee on a Health Act, finished their work during the last session of the Manitoba Legislature, when the

House passed the Act prepared by the Attorney-General, and which the Committee had been consulted about. It is understood that some slight changes will be made in the Act at the present session of the Legislature.

NOXIOUS WEEDS.

A Committee of the Council acting with one from the Grain Exchange, waited on the Agricultural Committee of the Legislature in March last, and urged that the provisions of the Noxious Weeds Act be more rigidly enforced. Members of the House present at the meeting, expressed their anxiety at the rapid spread of noxious weeds throughout the Province, but considered that the Act now in force is as complete as required, the great difficulty being to get municipal officials to take action.

NEW COURT HOUSE SITE.

In April last, some members of the Law Society conferred with the Council in regard to the site of the new Court House, the desire at that time being that the new building should be erected in a more central part of the city. The Provincial Government was interviewed, but the matter of cost of land and disposal of the old building decided the Government to utilize the site, where the new building was erected during the summer months.

DOMINION INSOLVENCY ACT.

The Council appointed a committee to consider any movement for the securing of a Dominion Insolvency Act. Copies of the bill prepared by the Montreal and Toronto Boards of Trade last year for submission to Parliament, have been secured, but as it is understood the Finance Minister is preparing an Insolvency Bill (which the Montreal and Toronto Boards are prepared to support if it follows the general lines of the bill submitted by them to the Government) it has not

been deemed advisable to criticize the bill of the eastern boards until the Government bill is printed. The Hon. Mr. Foster, in an interview, assured delegates from eastern boards of trade that all boards in the Dominion would have an opportunity of considering his bill before it was presented to the House for acceptance. The Committee is awaiting further information from Ottawa, and the Council recommend that the present Committee, being conversant with the details, be reappointed.

DELEGATES TO FLOUR STANDARDS MEETING.

The Minister of Inland Revenue having requested the Board to nominate a delegate to the Flour Standards Meeting held in Montreal in November last, the name of Mr. W. W. Ogilvie, of Montreal, a member of this Board, was forwarded, and he was duly appointed and attended the meeting as our representative.

INSURANCE OF REGISTERED MAIL MATTER.

The Council has had considerable correspondence with other boards of trade regarding a proposed system of a government insurance of letters and packets transmitted through the registration offices of the post office. Such a system has been in force in Great Britain for some years and is largely taken advantage of by the public, while the revenues of the government are fully protected. The system may be shortly described as follows:—According to a regular scale of fees, the safe delivery of registered mail matter is insured by the Government. On the mailing of the matter an insurance is taken out for such sum, within fixed limits, as the sender may desire, and in case of loss that person, by a simple course, can recover the amount insured for.

After full consideration the Council petitioned the Post Master General in favor of the insurance system on the general lines adopted by Great Britain.

COMMITTEE ON LEGISLATION

At the request of a Board meeting held on the 15th December, the Council appointed a Committee to enquire into and report on such legislation as they would suggest should be obtained at the present session of the Manitoba Legislature. The Committee, at a meeting held, decided that it would be preferable to await the introduction into the House of the legislation proposed by the Government in regard to Chattel Mortgages, Exemptions and registration of Lien Notes, before taking any definite action.

WORLD'S FAIR MERCANTILE CONGRESS.

The Board was requested to send a delegate to a Congress to be held at the World's Fair, when the economic, industrial and financial problems of the day would be considered. The President, F. W. Stobart, was appointed to represent this Board, but through a lack of notice of the date arriving in time, he was unable to be present at the Congress.

METALLURGICAL EXHIBITION IN CHILI.

The Chilian Consul in Vancouver notified the Board that the Government of Chili would pay the transportation expenses of minerals, mining machinery and operators to and from the exhibition, which will be held in April, 1894. The Council at once communicated the information to the Board of Trade at Rat Portage and to the public through the press, but so far as known advantage has not been taken of the Chilian offer.

CALIFORNIA MIDWINTER FAIR.

The Canadian Auxilliary of the California Midwinter Fair opened up correspondence with this Council and requested that efforts be made to send extensive exhibits from Manitoba, which however the Council could not see their way

clear to do. It was learned that the matter of a Manitoba exhibit was being attended to by the Provincial authorities through the Dominion Government, and the Council took no further action than informing the public through the columns of the city newspapers, that information respecting the regulations, &c., of the Fair, was open to them in the Board's offices.

TRADE WITH AUSTRALIA.

The Board of Trade at Victoria, B. C., early in June, requested this Board to join with them in urging on the Dominion Government that they take steps to secure some reciprocal arrangement for developing our trade with the Australian Colonies, and to support their resolution which read as follows: "That in view of the inauguration of a direct Steamship service between Australia and Canada, in the opinion of this Board it is desirable in every way to promote and foster our trade relations with the Australasian Colonies, and that the Dominion Government be moved to take into consideration with the respective Governments of Australasian Colonies, the Customs Tariffs now in force on both sides, and so arrange such alterations thereto as will encourage the development of reciprocal trade between the Dominion of Canada and Australasia." The Victoria Board was immediately communicated with and requested to give a more detailed explanation of the lines in our tariff which they advocated altering. A reply was received to the effect that it being understood that the Dominion Government was officially taking up the subject for consideration, the Board would delay further action.

In July Mr. Huddart, of the new Australian Steamship Line to Vancouver, visited this city and addressed a meeting of the Board on the subject of Canadian trade with Australia.

DREDGING AT FORT WILLIAM.

In May last the Board, at the request of the Fort William Board of Trade, joined in petitioning the Minister of Public

Works at Ottawa, to improve the navigation at the mouth of the Kaministiquia River, by dredging. The work was undertaken by the Public Works Department as soon as possible with perfectly satisfactory results.

AMENDMENTS TO BY-LAWS.

At a meeting of the Board held on the 21st February, 1893, the following amendments to the By-laws were made :—

Section 2 added to as follows :—

"The Board may, by unanimous vote at any General or Special General Meeting, after notice has been given in the circulars or advertisements calling such meeting, that such a vote will be taken, elect as an Honorary Member any member or other person who has been of special service in the work of the Board. Honorary Members so elected shall have the right to speak, but not to vote, on matters coming before the Board, and they shall not be subject to annual dues or subscriptions."

By-law 6 was also amended by the addition of the following words :—

"The Secretary shall be exempt from annual dues."

COMBINES AND TRUSTS.

Acting under instructions given at the last Annual Meeting of the Board, the Council prepared and forwarded to the Dominion Government and members and senators from Manitoba and the Territories, copies of the following resolution :—

"Whereas, during the past year a large number of trade combines and trusts have grown up in Canada, and in some cases the avowed objects of which are to crush out all legitimate competition in the sale of numerous lines of staple goods,

and in most cases to hold the prices of such goods at abnormal values, to the great injury of the consuming public of the Dominion.

And whereas, such combines and trusts are formed by manufacturers who enjoy great privileges and protection from foreign competition, under our present national protective tariff, and have by their present action abused those privileges and protection by making them a shelter for the extortions of their combines and trusts—an abuse never intended to be tolerated by the original framers of the National Policy, and which cannot now be tolerated without making the said protective policy a heavy burden instead of an advantage to our Dominion.

Therefore, be it resolved, That this Board of Trade urge on the Dominion Government, to introduce immediately such legislation as will dissolve combines and trusts, and that such legislation shall include provisions which will enable the Governor-General in Council to reduce or abolish the import tariff on any and every class of goods in connection with which a combine or trust for the upholding of prices, or otherwise hindering competition, has been or may be formed in the Dominion."

FAST ATLANTIC STEAMSHIP SERVICE.

At the last Annual Meeting the following resolutions were passed and copies thereof transmitted to the Dominion Government and H. J. Macdonald, M.P.

"Whereas, the Winnipeg Board of Trade, recognizing the importance of commerce with Great Britain, and feeling assured that the steady growth of exports and imports to and from that country will be materially assisted by improvements both as to speed and capacity of the steamers of the Atlantic service, and feeling that the development of the country will be promoted by better means of transportation

and that the advantages that Canada possesses from her geographical position are not at present fully availed of, and that the resources of the country, and especially of this great agricultural district of which Winnipeg is the centre, will thereby be promoted.

Therefore be it resolved that the Board desires to represent to the Parliament of Canada the necessity for the establishment of a fast Atlantic steamship service; and that they are of the opinion that immigration and trade will thereby be improved, the value of exports increased, the cost of imports diminished and the general prosperity of the country promoted. They therefore urge upon Parliament the advisability of necessary assistance being given to secure the attainment of an adequate Atlantic steamship service."

PETROLEUM INSPECTION REGULATIONS.

In September a deputation of retail dealers in coal oil met the Council and represented the hardships entailed by the enforcement of the full regulations of the Department of Inland Revenue regarding the storage and handling of coal oil, which resulted in great loss and inconvenience. The Commissioner of Inland Revenue was at the time in this city in connection with the Grain Standards Meeting, and that official attended the Council meeting. After a conference the Commissioner agreed to represent the position of affairs in this country to the Minister, and it is gratifying to know that some of the more harassing restrictions were removed, and it is to be hoped that the act will be so further amended that the trade will not be unnecessarily hampered.

ELECTION STANDING COMMITTEES.

At the midsummer meeting of the Board the following committees, created by the General Inspection Act of Canada, were elected:—

Board of Grain Examiners:—S. A. McGaw, G. R. Crowe, J. A. Mitchell, S. Nairn and S. Spink.

Board of Flour and Meal Examiners :—S. Nairn, R. Muir, S. Spink, C. H. Steele and F. W. Thompson.

Board of Hide and Leather Examiners :—E. F. Hutchings, P. Gallagher, H. D. Tullock, F. Ossenbrugge and N. Bawlf.

CUSTOMS WAREHOUSE CARTAGE CHARGES.

Correspondence had with Boards of Trade at the principal Canadian ports has shown that there is a great diversity in the cost and methods pursued in the different cities in connection with carting of packages from the railroad warehouses to the customs examining warehouse. It was the intention of the Council to take this matter up with Mr. Clark Wallace, Comptroller of Customs, who was to have visited Winnipeg last autumn but was unable to do so. The Council recommend that their successors make representations to the Customs Department on this subject.

RED RIVER NAVIGATION.

During the past year a Committee of this Board, acting with a like Committee of the City Council, have done everything in their power to induce the Dominion Government to take some active steps to improve the navigation of the Red River. Early last year the Joint Committee conferred with Mr. Hugh J. Macdonald, M. P., before he left to attend the House in Ottawa, and from that date, until his resignation in the autumn, Mr. Macdonald worked heartily and earnestly with the Committee in submitting their views to the Government and in endeavoring to have the Engineers of the Department of Public Works make a thorough inspection of the St. Andrew's Rapids as well as of the plans and estimates prepared and forwarded to the Department by City Engineer H. N. Ruttan. On the 4th February the Minister of Public Works wrote Mr. Macdonald, for the information of the Committee, as follows:

Ottawa, Feb. 4th, 1893.

Dear Sir :—

I have just received your letter of the 26th ult., enclosing one from Major Ruttan, City Engineer of Winnipeg, who has prepared new plans, also enclosed, for the improvement of the Red River at St. Andrew's Rapids.

I remember, as you tell me in your letter, that a statement was made in the House that the works contemplated would cost very nearly one million, and I see now by your letter that Major Ruttan thinks that half a million would be sufficient to execute the work according to his plans.

I shall certainly order the matter to be looked into and submit the result of our enquiries and studies of the subject to my colleagues for their consideration.

Yours very truly,

J. Ald. Ouimet.

H. J. Macdonald, Esq., M.P.,

Winnipeg.

On arriving at Ottawa Mr. Macdonald, with other Manitoba members, interviewed the Hon. Mr. Ouimet, and reported to the Committee as follows:

Ottawa, 28th February, 1893.

Dear Sir :—

You have already learned through the columns of the Winnipeg "Daily Free Press" that I headed a deputation of Manitoba Members and waited upon the Hon. Mr. Ouimet, the Minister of Public Works, with reference to having a sum placed in the estimates for the construction of a canal past the St. Andrews Rapids on the Red River. We went into the subject very fully, I acting as spokesman for the deputation, and I think we succeeded in interesting the Minister. He, however, told us that it was quite impossible to get such a large sum as would be required for this work voted this year, but that during the recess between this Session and the next he would give instructions to the Government Engineer in Winnipeg to examine the ground, where it is proposed to construct the said canal, and to look over Major Ruttan's plans and specifications, and report to the Minister what the probable cost of the canal would be. He is also to be instructed to consult the Board of Trade with a view to learning what return the Government could expect in the shape of dues or otherwise from the construction of said canal and what benefit the City of Winnipeg would derive therefrom. I know that this result will not be satisfactory to the Members of the Board of Trade or to the citizens of Winnipeg in general, as they are both tired of promises, but at the same time I think for the first time since I entered

the House that there is now some chance of the Government aiding us in this matter and if we can show that very material advantages would flow from the construction of this canal, I believe the Minister of Public Works will do his best to induce his colleagues to ask Parliament for the necessary money. I should be obliged if you would communicate the result of our interview with the Minister to the Members of the Board of Trade.

Yours very sincerely,

Hugh J. Macdonald.

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

In May it was intimated that the Hon. Mr. Ouimet would visit Winnipeg and the Committee arranged with Mr. Macdonald for a meeting with the Minister, but later on Mr. Ouimet cancelled his visit, however in answer to a request of the Committee forwarded through Mr. Macdonald, under date of the 14th May, Mr. Ouimet wrote "Mr. Coste (Chief Engineer of the Department of Public Works) has received instructions to stop at Winnipeg to examine and report on the improvement of the navigation of the Red River, as desired by you." Mr. Coste passed through Winnipeg to Vancouver without stopping, and again on his return he failed to remain here to examine, in any way, either the St. Andrews Rapids or the City Engineer's plans, or confer with the Committee. Mr. Macdonald immediately wrote the Minister, on this failure of the Engineer, and received a reply that Mr. Coste had not stopped here because he believed the water in the Red River would be too high to permit his making a thorough examination. He again promised distinctly that Mr. Coste would visit Winnipeg in the fall and give the matter a careful study. Mr. Coste never made the promised visit.

On the 9th of October, the Committee, taking advantage of the presence in the city of the Hon. Ministers of Finance and Agriculture, waited on these gentlemen and urged our claims for the improvements so often petitioned for. His

Worship, Mayor Taylor, suggested that the City might see its way clear to pay a part of the cost of the required works to an amount not exceeding \$100,000. The Ministers promised to take up the matter with the Government. The Committee cannot report any further progress except that the City Council is asking the Manitoba Legislature for authority to raise \$100,000 by by-law, to expend, if necessary, on the improvements to the Red River.

ST. PAUL RECIPROCITY CONVENTION.

*proceedings
this
meeting
were
1-1/2 published
4-10-1901*
In May, last, the International Reciprocity Convention extended an invitation to this Board to send delegates to a meeting to be held in St. Paul, Minn., on the 5th and 6th of June.

At a Board meeting held 29th May, the invitation was accepted and the Council requested to arrange for the attendance of delegates, who should be governed by the following instructions, as representing the views of the Board, viz:

"That the delegates selected be instructed to co-operate with, and heartily support any movement or movements with the aim of improving canals and other waterways between the Northwest of this Dominion and the United States, and the east, and any movement or movements tending to cheapen and improve transportation between the Northwest of both countries and the seaboard, or likely to relieve those countries to any extent from the burdens in freight charges under which they have so long struggled, and still struggle.

That on the question of revenue tariff, should that question be discussed at the Convention, the delegates be instructed to oppose any movement in favor of a tariff compact between Canada and the United States, which would interfere with the freedom of either country in making tariff or reciprocity arrangements with any other nation or colony of the British Empire, except a movement in favor of a free interchange of

the raw material produced from the fields, forests and mines of both; and that the delegates be instructed to give a hearty support to such a movement, should it be made.

That the delegates be instructed to support any resolution, motion or other movement favoring a reduction of the import tariff in both countries towards a revenue basis."

The President, F. W. Stobart, with Messrs. D. W. Bole and H. N. Ruttan attended the Convention, and reported as follows:—

"A large and harmonious meeting was held, representative business men from the Northwestern States and Manitoba being in attendance.

Following are the resolutions passed by the Convention:—

In the opinion of this Convention the policy unanimously approved by the first international reciprocity convention at Grand Forks and now reaffirmed, removing tariff restrictions upon our international trade so far as can be done consistently with due regard to revenue requirements and other interests of the two nations, may be most advantageously carried into effect by treaty providing for free interchange of those classes of products, both natural and industrial of each one, that are most generally in demand, or usually find readiest sale in the markets of the other. Such policy is capable of being applied to many classes of industrial products, as well as to natural products generally. It would result in giving to Canada a valuable market now denied it for much of its products, with compensating advantages to the United States, and that without affecting a large part of their respective customs revenue.

That the cheapest possible transportation is a matter of prime importance to the interests of the whole Northwest,

Canadian as well as American, and that we favor the improvement of the existing waterways and the construction of additional channels of communication between the great lakes and the ocean of sufficient capacity to allow the free passage of ocean vessels, and which should be free of all tolls; also that all canals and waterways be free and common to the people of both countries, and that any reciprocity treaty passed should try and secure free and open competition between the railway systems of the countries, so as to cheapen as much as possible to transportation to the ocean of the products of each country.

A committee was appointed to follow up the work originated at the meeting."

The President's report was received by the Board and ordered to be filed.

GRAIN STANDARDS MEETING.

Owing to some misunderstanding in the Department of Inland Revenue at Ottawa, this Board was notified that but one representative would be allowed from it on the Grain Standards Board. The Council took the matter up with the Department by wire, and the error was at once rectified and the following were named as the Board's representatives: Messrs. S. Spink, D. G. McBean and S. A. McGaw. The Standard meeting was held on the 22nd and 23rd September, and standard samples for the following grades selected, viz:—Extra Manitoba Hard; No's. 1, 2, 3 and 4 Hard; No. 1 White Fyfe, White and Mixed Oats.

The Grain Inspector at Winnipeg reports to the Board that for the six months ending 31st Dec., 1893, he inspected 3,633,500 bushels of wheat. The inspection of this quantity gave the following percentages of grades:—No. 1 Hard 53%, No. 2 Hard (including No's. 1 Northern and Whyte Fyfe, which are of about equal commercial value) 30 $\frac{1}{4}$ %, No. 3 Hard (in-

cluding No's. 2 Northern and White Fyfe) $6\frac{3}{4}\%$, leaving but 10% for lower grades. This is a very satisfactory exhibit.

The total quantity of wheat inspected at Winnipeg for the fiscal year ending 30th June, 1893, and which practically covers the movement of the crop of 1892, was 7,228,650 bushels. The total crop of wheat in Manitoba in 1892 is reported as 14,000,000 bushels, of which 2,500,000 were retained for seed and food, and the remaining 11,500,000 exported. The quantity exported and not inspected at Winnipeg went out as flour or was inspected at Fort William alone.

LOCATION OF CUSTOM'S HOUSE.

In April, the Council represented to the Dominion Government, the great inconvenience caused to the business community by the location of the Customs House so far from the central parts of the city. The request was made that new quarters be provided in the Post Office Building or in its vicinity, and it was pointed out that some of the Government offices now in the Post Office Building were not frequented by the public to anything like such an extent as is the Customs House, and that the public convenience would be met by an exchange of offices. Some correspondence has since passed with the Department and the Council hope that good results will follow. Arrangements were made by the Council to meet the Minister of Public Works in this city, but his visit was cancelled.

FREIGHT RATES.

The Council of 1892 reported, at the last Annual Meeting, that they were corresponding with Mr. Van Horne, President of the Canadian Pacific Railway Company, in relation to a material and permanent reduction in freight rates on grain from points in Manitoba and the Territories, to Fort William and all rail to the seaboard. This Council took up the matter with Mr. Van Horne immediately after the Annual Meeting and have been in correspondence with him at intervals ever since.

In March, Mr. Van Horne answered a communication from the Council, that he had not yet been able to reply concerning grain rates as other lines being interested with the Canadian Pacific Railway, it was necessary to confer with them before anything could be done, and that the changing of rates in the midst of a crop movement leads to so many difficulties and complications that it is hardly practicable, and that in any case the crop of 1892 was nearly all shipped out. Any consideration of rates must apply to those for the crop of 1893.

In June the Committee again brought the matter of rates to the notice of Mr. Van Horne and he replied he could not say when the rates for the approaching crop could be announced as the question was not settled by the different railways interested.

Mr. Van Horne was in Winnipeg in June and a large deputation from the Board of Trade met him and discussed the matter at length. He then stated that they had decided to make a considerable reduction in the grain rates, though no detailed statements were given. Shortly after the Canadian Pacific Railway Company issued rate sheets which may be said, in effect, to show an average reduction on the rates previously in force of about two cents per bushel from Manitoba points to Fort William. No change was made in the rates on grain going to Eastern Canada all rail or in local grain rates.

The Council, under all the conditions governing the prices paid to farmers this season for grain, on the 8th November wired Mr. Van Horne representing affairs and urging most strenuously for a material and permanent reduction on the freight rates to Fort William and all rail. The telegram was signed by the presidents of the Board, the Jobbers Union and the Grain and Produce Exchange. On the following day an answer was wired: "I see nothing that Company can do that will help matters appreciably. Nothing but improve-

ment in the general financial situation and in the World's markets will do that. The hardships of low prices is not confined to Manitoba by any means, and large districts in the United States are much worse off than Canadian Northwest, and the situation of those dependent upon iron and other mining industries is infinitely worse than that of the farmers anywhere. The Company has suffered west of the Lakes as much as anybody and our losses there have been very heavy."

W. C. Van Horne.

On the 10th November another telegram was sent Mr. Van Horne, which read as follows:

"Telegram received. Please reconsider, make material reduction, asked for and country will be satisfied you have met situation fairly. Your interests, which are great, must suffer from refusal, and your Company assumes full responsibility. Please answer." This telegram was signed by the presidents of the Board of Trade, Jobbers Union, Grain Exchange and Patrons of Industry. Mr. Van Horne answered by wire that he was writing in reply, and on receipt of the letter the Council were informed that the Directors of the Company had carefully discussed the question of rates and were unanimously of the opinion that a further reduction under existing conditions could not be made. Their reasons were practically those stated in his letter to the Patrons of Industry in August.

The Council have had no further correspondence with Mr. Van Horne but have taken up the matter with Boards of Trade throughout Manitoba, requesting co-operation, and several favorable replies are already to hand.

The Council recommend to their successors in office that the matter of grain rates be vigorously dealt with at an early date.

CUSTOMS TARIFF MEMORIAL.

The Board received a favorable response to a request forwarded to the Hon. G. E. Foster, Minister of Finance, that he should visit Winnipeg and receive representation of the views held by members of this Board on proposed changes in the Customs Import Tariff. A Committee held many meetings during the summer months and prepared for submission to the Minister, a memorial, which was adopted by the Council (and after presentation to the Ministers was unanimously adopted by the Board) and presented by a Committee, on their behalf, to the Minister on the 9th October. The Committee at the same time afforded the Minister information on a variety of points introduced by him.

The Council also, at the request of the Minister, arranged for the meeting with him in the Board rooms, of a number of deputations from interests desiring a hearing. The Minister was well satisfied with the arrangements made and tendered his thanks to the Board for the conveniences afforded.

The Memorial is given, herewith, in full :—

To the Hon. Geo. E. Foster, M.P.,

Minister of Finance.

Sir,

The Council of the Board of Trade, as the result of correspondence with you on the subject of the manner in which the present Canadian Customs Tariff affects the settler in Manitoba and the Northwest Territories, have prepared, and now beg to submit for the consideration of the Government, the following

STATEMENT :

"The Council respectfully submit that the position of Manitoba, as respects the Tariff question, is quite different from that of most other parts of Canada, the following being some of the reasons therefor —

"1. There is in this Province a lack of the raw materials required in most manufactured articles.

"2. The cost of labor for manufacturing is higher here on account of the sparse settlement, and also because the settlers attracted to this Province are a class less available for that purpose than in more populated centres.

"3. The cost of fuel.

"4. The cost of carriage of raw materials, and all exports.

"5. Manitoba is now, and will be for many years, almost solely an agricultural country, and as such, must come into competition with all other countries producing similar classes of produce. The price to us must be the price at the point of consumption, less the cost of carriage and handling."

Under these circumstances the prosperity of Manitoba depends upon our producers being able to raise agricultural produce at such cost as will give them a fair margin of profit. To do this, the cost of any article required by settlers must not be enhanced by unnecessary import duties, or the combination of manufacturers.

If the fiscal policy of this country is to be determined on a basis that will secure for the fertile lands of the Prairie Province and Territories (on which the future welfare of the whole Dominion depends), the population which has been predicted for them by every statesman of Canada, by every traveller and delegate who has visited them, and by every intelligent Canadian, proud of the possibilities of his country; if it is to be determined on the lines of giving the greatest good to the greatest number, then there can be no question but that the Customs Import Tariff, now imposed on articles absolutely necessary to the settler, must be reduced to the lowest point consistent with the revenue requirements of the Dominion.

The present population of Manitoba is small when compared with the number requisite to settle the whole Province, but if the Province is to be populated better inducements must be held out to settlers, for it must be constantly kept in view that the incoming of population depends entirely on how the present settlers' interests are considered and conserved. It is a fact that the present conditions are unsatisfactory as to the Customs Tariff and the railway transportation rates. The Customs Tariff on the farmers' necessities are far too high, and the freight rates on his produce to market too heavy (notwithstanding the recent slight reductions in the latter item), to make settlers contented with their lot, and thereby constitute them a drawing power to fill up the Province.

The Council respectfully submit :—

That the Customs Duties on goods coming into Canada should be reduced to the lowest point consistent with a revenue tariff.

That all specific rates of duty be abolished, and that all duties be levied on an *ad valorem* basis.

That the Government be empowered, upon evidence given of the existence of a combine to maintain or increase prices, to lower or abolish, by Order-in-Council, the import duty on articles affected by such combine.

The Council maintain that the increased importation at lower rates of duty than now prevail, would tend rather to increase than diminish the revenue derived by the Dominion ; many of the duties now in force are absolutely prohibitive, and therefore no revenue now accrues to the Government.

The Council submit that manufacturers of many lines of staple goods in Canada have formed combines, and base their prices, not on the cost of manufacture, plus a fair profit, but on the values which similar goods from abroad cost laid down in Canada, duty paid. This being the case the consumer pays an excessive price for his goods and the Government does not secure a revenue, the manufacturer being the only gainer.

In the following list the Council submit some examples where the Tariff, in its operation, bears especially severely on the settlers of Manitoba and the Northwest Territories.

Lumber—20 per cent.

Cut Nails—\$1 per 100 lbs., or equal to 95 per cent. on American value.

Wire Nails—\$1.50 per 100 lbs., or equal to 120 per cent. on American value.

Builders' Hardware—35 per cent.

Wood Screws—2 in. or over—6c. per lb.,
 " 1 and 2 in.—8c. " } or equal to, say, 50 per cent.
 " less than 1 in.—11c. " }

Pumps—35 per cent.

Building Paper—40c. per 100 lbs., or equal to 25 to 30 per cent.

Tarred Felt for building purposes— $\frac{1}{4}$ c. per lb., or equal to 40 to 50 per cent.

Rope—Sisal or Manilla— $\frac{1}{4}$ c. per lb. and 10 per cent., or equal to 25 to 30 per cent. if allowed to be entered at American value. In this

article an excessive valuation has, on occasions, been added to the American value, so as to bring up the duty to 35 to 40 per cent.

Carriage Bolts—1c. per lb. and 25 per cent., or equal to 50 to 60 per cent.

Iron Rivets—1½c. per lb. and 30 per cent., or equal to 50 to 60 per cent.

Iron, Bar, Band, etc.—\$13 per ton, or equal to about 65 per cent.

Axles and Springs, Iron and Steel—1c. per lb. and 30 per cent., or equal to 50 per cent.

Barbed Wire—1½c. per lb., or equal to 60 per cent.

The price fixed by the Canadian Barbed Wire Combine for the season of 1893, was \$5 per 100 lbs., at 60 days, F. O. B. Winnipeg. In April, 1893, two Winnipeg wholesale hardware firms began manufacturing in Winnipeg, and the price was at once reduced to \$4 per 100 lbs., four months, or three per cent. off for cash, thus exhibiting the working of the combine.

Mechanics' Tools—35 per cent.

Chopping Axes—\$2 per doz. and 10 per cent., or equal to about 50 per cent.

Shovels and Spades—\$1 per doz. and 25 per cent., or equal to 40 to 60 per cent.

Harvest Tools—47 to 83 per cent., as per attached list. (Not printed.)

Binding Twine—12½ per cent.

Reduced last year from 25 per cent. Manitoba, for the year ending June, 1892, paid in duty 60 per cent. of the whole collected in Canada, this Province alone contributing \$25,902.

Lubricating Oil—Petroleum—7½c. per Imperial gallon, or equal to 60 per cent.

Manitoba paid \$3,452 duty on this article in the year ending June, 1893.

Lubricating Oil—Other—25 per cent.

Manitoba paid \$731 duty in 1892.

Agricultural Machinery—35 per cent., and in many cases, by a system of arbitrary valuations by the Customs Department, the amount of duty collected is far in excess of 35 per cent. on the actual values in the United States.

Manitoba paid over \$100,000 duty for the year ending June, 1892,
viz :—

Mowers	\$6,389
Ploughs	9,885
Drills	4,344
Harvesters	22,659
Fanning Mills	1,384
Harrows	378
Horse Powers	1,806
Portable Steam Engines	\$20,388
Threshers and Separators	23,471
Other Agricultural Machinery	9,476
Total	\$100,180

Harness and Saddlery—35 per cent.

Whips, Whiplashes and Whipstocks—Without respect to quality. These have all been construed by the Customs Officials as subject to the same rate of duty, viz : 50c. per doz. and 30 per cent., thus making the actual duty from 40 per cent. to 100 per cent.

Horse Clothing—Woollen—10c. per lb. and 25 per cent.

Coal Oil—7½c. per Imperial Gallon, or equal to 85½ per cent., and in addition 40c. on each barrel. Severe and harrassing restrictions and regulations surrounding the importation of Coal Oil, greatly increase the cost to the consumer, and facilitate the maintaining of a combine of Canadian oil producers.

Manitoba paid \$3,715 duty on Coal Oil barrels in 1892.

“ 26,887 “ “ in 1892.

Rice—A staple article of food not produced in Canada—1½c. per lb., or equal to 60 to 75 per cent.

Candles—Paraffin—5c. per lb., or equal to over 50 per cent.

“ Tallow—2c. per lb., or equal to 25 per cent.

Dried Apples—2c. per lb., or equal to 35 per cent.

Dried Currants, Prunes, etc.—1c. per lb., or equal to 25 to 35 per cent.

Raisins—1c. per lb. and 10 per cent., or equal to over 50 per cent.

Dried Currants, Prunes, Raisins, etc., are staple articles of food in Canada though not prepared therein.

Pails, Tubs, Churns, etc.—25 per cent.

Crocks, Jars and Demi-Johns—3c. per gallon measure, or equal to 60 per cent. on American value.

Goods on which heavy freight charges must be paid from Eastern Canada, as the Tariff practically prohibits importation from the closer markets in the United States.

Glass Lamps and Chimnies—30 per cent., with same duty on the boxes.

India Rubber Overshoes—35 per cent. Articles absolutely necessary to the settler.

India Rubber Clothing—10c. per lb. and 25 per cent.

Gloves and Mitts—35 per cent.

Hats and Caps—30 per cent.

Cotton Clothing—35 per cent.

Woollen Clothing—10c. per lb. and 25 per cent.

Cotton Shirts—\$1 per doz. and 30 per cent.

On goods costing \$8.52 per doz. the duty equals $41\frac{1}{2}$ per cent., whereas on goods costing \$1.64 per doz. the duty equals $90\frac{1}{4}$ per cent.

Woollen Cloth Overcoating—10c. per lb. and 20 per cent.

On goods costing \$1.95 per yard the duty equals 29½ per cent.
 " " 39c. " " " 83½ "

Hosiery—10c. per lb. and 30 per cent.

On fine goods costing \$2.92 per doz. the duty equals 37 per cent., whereas on goods costing 49c. per doz. the duty equals 70½ per cent.

Woollen Hosiery—10c. per lb. and 30 per cent.

On goods costing \$4.87 per doz. the duty equals 31½, but on goods costing \$1.22 per doz. the duty equals 50½ per cent.

(Any priced silk hosiery pays only 30 per cent.)

Grey or unbleached Cotton—1 cent per square yard and 15 per cent.

On goods costing 6 cents the duty equals $31\frac{1}{2}$ per cent.
 " " 3 " " " 48½ "

Flanelettes—½ cents per square yard and 15 per cent.

On stuff printed or dyed, 27 in. wide, costing 10 cents per yard the duty equals 30 per cent. On stuff costing $4\frac{1}{2}$ cents per yard the duty equals 48½ per cent.

Cotton Quilts—85 per cent.

Blankets—10 cents per lb. and 20 per cent.

On blankets costing 49 cents per lb. the duty equals 40 and two-fifth per cent, while on goods at 16 cents per lb. it equals 82½ per cent.

Such a duty as this makes the importation of low grade blankets entirely prohibitive, and leaves the market for this class of goods altogether in the hands of a few Canadian manufacturers, with the result that the Government gets no return in duties and the consumer pays more than necessary for an article he is compelled to buy.

For the Council.

F. W. STOBART, PRESIDENT.

C. N. BELL, SECRETARY.

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Audited

Treasurer's Statement.

FOR YEAR ENDING 31st DECEMBER, 1893.

RECEIPTS.

To balance from last year	\$ 690 40
" entrance fees and subscriptions	1220 00
" interest	18 86
	\$1929 26

DISBURSEMENTS.

By Secretary's salary	\$ 900 00
" printing	115 52
" furniture	98 45
" rent (share)	100 00
" binding books	25 75
" postage and notices of meetings	34 20
" legal services	40 00
" telephone (share)	15 00
" stationery	12 70
" telegrams and petty accounts	27 97
	\$1369 59

Balance in Bank	\$559 67
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ANDREW STRANG, *Treasurer.*

Audited and found correct,

J. H. HOUSSER.	}	<i>Auditors.</i>
W. D. PETTIGREW,		

GRAIN STATISTICS.

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

WHEAT.		1887	1888	1889	1890	1891	1892
Class.	Grade.	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.
Extra Hard.				77			
Hard	No. 1.	583	663	1324		424	934
"	No. 2.	657	773	990	1576	2683	4337
"	No. 3.		485		2625	2249	1731
Northern	No. 1.	2352		59	1425	146	319
"	No. 2.	1030		387		531	432
"	No. 3.	76		35	338	43	106
1 Regular						2495	
2 "						2098	
3 "						548	
White Fife				29			167
Spring No. 1		240					
" No. 2		104	2				
No Grade		441	56		630	701	900
Rejected		484	346	162	320	1169	1265
Commercial Grades			1112	333	3276	285	930
Total Cars		5967	3437	3396	10200	13372	11121

WHEAT—Equal to (bus.) 3,878,550; 2,234,050; 2,207,400; 6,630,000; 8,691,800; 7,228,500.

NOTE.—Return for six months ending 31st December, 1893, shows 5590 cars, or 3,633,500 bushels, already inspected of the crop of 1893.

The crop of 1892 amounted to 14,000,000 bushels. Of this total 2,500,000 bus. were retained for seed and food; 7,228,500 exported after inspection at Winnipeg, and the balance exported as flour or for inspection at Fort William.

MANITOBA'S WHEAT EXPORTS.

(INCLUDING FLOUR.)

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

GRAIN STORAGE CAPACITY.

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

1891	7,628,000
1892	10,366,800
1893	11,467,100
1894	11,817,100

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.....	\$ 859,715.....	\$467,213
1887.....	2,012,183.....	875,041.....	508,848
1888.....	1,750,048.....	1,304,890.....	457,354
1889.....	2,207,314.....	782,606.....	549,458
1890.....	2,555,235.....	988,384.....	649,027
1891.....	2,796,806.....	1,612,124.....	620,395
1892.....	3,038,443.....	2,078,339.....	775,924
1893.....	2,652,488.....	1,211,077.....	693,293

On account of the most of the produce, &c., imported into
or exported from this province, being carried from and to the
seaboard mainly through Canadian territory, the eastern sea-
board ports get credit for the shipments and consequently the
above returns do not cover anything like Manitoba's trade
with foreign countries.