

524

THIRTEENTH ANNUAL REPORT

—OF THE—

WINNIPEG BOARD OF TRADE

—WITH THE—

—REPORTS OF—

COUNCIL, TREASURER, COMMITTEES, &c.,

Adopted at the Annual Meeting, held February 2nd, 1892.

ISSUED BY AUTHORITY OF THE BOARD.



WINNIPEG:

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

1892.

WINNIPEG BOARD OF TRADE.

OFFICERS AND COUNCIL.

PAST PRESIDENTS.

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

COUNCIL FOR 1892.

J. E. Steen, <i>President.</i>	Geo. J. Maulson, <i>Treasurer.</i>
Andrew Strang, <i>Vice-President.</i>	Chas. N. Bell, <i>Secretary.</i>
D. K. Elliott, J. H. Ashdown, D. W. Bole, C. C. Chipman, G. F. Stephens, E. L. Drewry, M. Bull, J. W. Harris, J. H. Housser, S. Nairn, W. B. Scarth, D. Fraser, Jno. Leslie, H. S. Wesbrook, N. Bawlf, W. D. Pettigrew.	

BOARD OF ARBITRATORS.

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

STANDING COMMITTEES.

July 7th, 1891, to July 6th, 1892.

BOARD OF GRAIN EXAMINERS.

S. A. McGaw, *Chairman.*

F. W. Thompson, Wm. Martin, N. Bawlf, S. Spink.

BOARD OF FLOUR AND MEAL EXAMINERS.

S. Nairn, *Chairman.*

D. H. McMillan, S. Spink, F. W. Thompson.

BOARD OF HIDE AND LEATHER EXAMINERS.

E. F. Hutchings, *Chairman.*

P. Gallagher, W. N. Johnson, N. Bawlf, F. Osenbruggs.

GENERAL GRAIN COMMITTEE.

S. Spink, *Chairman.*

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,
E. P. Robins, S. Nairn, D. H. McMillan, A. McBean, G. V.
Hastings, F. W. Thompson, Wm. Martin, R. Muir,
Thos. Gill, W. W. Watson, D. Horn.

1892.

LIST OF MEMBERS.

NAME.	FIRM.	BUSINESS.
Adams, D. E.	Dominion Coal Co.	Local Manager.
Agur, R. H.	Massey-Harris Co.	Agricultural Implements.
Alkins, J. S.	Alkins & Montgomery	Plm. Agts. and Real Est.
Atkinson, A.	Atkinson & Co.	Grain Dealers.
Alloway, W. F.	Alloway & Champion	Bankers.
Anderson, T. A.	Merrick, Anderson & Co.	Stoves and Hardware.
Ashdown, J. H.	"	"
Bathgate, Wm.	Man. Gas & Electric Light Co.	Manager.
Bawlf, N.	"	Grain.
Ball, C. N.	Board of Trade & Grain Exch.	Secretary.
Bethune, A. B.	Carscaden & Peck	Wholesale Clothing & Furs.
Bertrand, S. A. D.	"	Official Assignee.
Body, J. A.	Body & Noskes	Oil Mills.
Bole, D. W.	Bole, Wynne & Co.	Wholesale Drugs.
Breedon, H. M.	Bank British North America.	Manager.
Brook, J. H.	Carruthers & Brook	Insurance, etc.
Brydon, Wm.	"	Contractor.
Brydges, F. H.	Manitoba & Northwestern Ry.	Vice-President.
Buchanan, D. W.	"The Commercial"	Editor.
Bucknall, J. L.	Grant, Horn & Bucknall	Wholesale Produce.
Bull, M.	Royal Soap Works	Manager.
Burridge, Jas.	Manager for E. & C. Gurney	Whol. Stoves and
Campbell, R. J.	Sutherland & Campbell	Wholesale Grocers.
Campbell, A. F.	"	Grain.
Carruthers, G. F.	Carruthers & Brook	Insurance, etc.
Carveth, J. S.	Carveth & Co.	Pork Packers.
Chambers, J. H.	Paulin & Co.	Biscuit Manufacturers.
Champion, H. T.	Alloway & Champion	Bankers.
C. C. Chipman	Hudson's Bay Co.	Commissioner.
Clark, S. F.	S. P. Clark & Co.	Grain & Commission.
Clements, Geo.	"	Merchant Tailor.
Colquhoun, A.	"	Wholesale Liquors.
Crows, G. R.	H. Crows & Co.	Grain.
Davis, Jos.	Manitoba Fuel Co.	Lumber and Fuel.
Diagrams, Jno. E.	"	Manufacturers' Agent.

NAME.	FIRM.	BUSINESS.
Drewry, E. L.	Redwood Brewery	Brewer.
Driscoll, J. W.	McClary Mfg Co.	Manager.
Dwight, L. E.	G. N. W. Telegraph Co.	Superintendent.
Eden, A. F.	Man. Mtg. Co.	Manager.
Elliott, D. K.	R. J. Whitla & Co.	Wholesale Dry Goods.
Fisher, W. M.	Western Can. Loan & Sav. Co.	Manager.
Fraser, Donald.	Jas. O'Brien & Co.	Wholesale Clothing.
Gallagher, P.	Gallagher & Sons.	Cattle and Meats.
al, G. F.	G. F. & J. Galt.	Wholesale Groceries.
Galt, Jno.	" "	" "
Georgeson, Wm.	Thompson, Codville & Co.	" "
Gill, Thos.	" "	Grain Dealer.
Gilroy, Thos.	Sun Life Assur. Co. of Can.	Manager.
Girdlestone, G. W.	" "	Insurance, etc.
Grant, W. S.	Harris & Grant.	Grain.
Griffin, J. Y.	" "	Wholesale Provisions.
Harris, J. W.	" "	Assessment Commissioner.
Hastings, W. A.	Lake of Woods Milling 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.	Massey-Harris Co.	Agricultural Implements.
Howard, J. F.	J. F. Howard & Co.	Drugs.
Hutchings, E. F.	" "	Harn's & Leather Goods.
Johnson, W. N.	W. N. Johnson & Co.	Whol. Leather & Findings.
Jones, Hon. L. M.	Massey-Harris Co.	Agricultural Implements.
Leslie, Jno.	Scott & Leslie.	Furniture.
Livingstone, T. C.	Mutual Life Insurance Co.	Manager.
Laxton, W. F.	The Free Press.	Managing Editor.
MacArthur, D.	Com. Bank of Manitoba.	President.
Macdonald, Alex.	" "	Wholesale Provisions.
Mackenzie, K.	Mackenzie, Powis & Co.	Wholesale Groceries.
McBean, A. G.	McBean Bros.	Grain Dealers.
McBean, D. G.	" "	" "
McBean, A.	McBean & Son.	" "
McBride, T. J.	Massey-Harris Co.	Agricultural Implements.
McDonald, N. D.	N. D. McDonald & Co.	Plumbers & Gas Fitters.

NAME	FIRM	BUSINESS
McGaw, S. A.	Lake of Woods Milling Co.	Millers & Grain Dealers.
McKechnie, Jas.	Vulcan Iron Co.	Superintendent.
McMillan, Hon. D. H.	McMillan Bros.	Millers & Grain Dealers.
Martin, Wm.	Martin, Mitchell & Co.	Grain and Elevators.
Mathewson, F. H.	Bank of Ottawa.	Manager.
Mathews, E. W.	Dun, Wiman & Co.	"
Maulson, Geo. J.	Land. Can. Loan & Ag'y. Co.	"
Miller, H.	Miller, Morse & Co.	Wholesale Hardware.
Mitchell, J. A.	Martin, Mitchell & Co.	Grain and Elevators.
Moffatt, Alex.	Drummond Bros. & Moffatt.	Fin. and Ins. Agents.
Morgan, J. G.	New York Life Co.	General Agent.
Muir, R.	Shoal Lake Milling Co.	Manager.
Nairn, S.		Oatmeal Miller.
Nanton, A. M.	Oster, Hammond & Nanton.	Financial Agents, etc.
Nichols, W. G.	Molson's Bank.	Manager.
Ogilvie, W. W.	Ogilvie Milling Co.	Millers & Grain Dealers.
Osenbruggs, F.		Tanner and Furs.
O'Loughlin, M. R.	O'Loughlin Bros. & Co.	Wholesale Stationery.
Parsons, S. B.	Parsons, Bell & Co.	Wholesale Stationery.
Patton, F. L.	Union Bank of Canada.	Manager.
Pettigrew, W. D.	W. D. Pettigrew.	Stoves and Hardware.
Porter, Jas.	Porter & Ronald.	China and Glassware.
Powis, Ed.	McKenzie, Powis & Co.	Wholesale Grocers.
Redmond, Jas.	Ames, Holden & Co.	Whol. Boots and Shoes.
Redmond, E. J.	Redmond, Greenleese & Co.	Whol. Hats and Caps, &c.
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.
Roblin, R. P.	Roblin & Armitage.	Grain Dealers.
Rowbotham, S. A.		Financial Agt. & Real Est.
Rubles, M. W.	Rubles, Riddle & Co.	Wholesale Fruits.
Russell, Jas.	Freehold Loan Co.	Local Manager.
Ruttan, H. N.		City Engineer.
Ryan, Thos.		Whol. Boots and Shoes.
Searth, W. B.	Can. Northwest Land Co.	Managing Director.
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.

NAME	FIRM	BUSINESS
Strang, Andrew	Straug & Co.	Wholesale Grocers.
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, G. R.	G. R. Thompson & Co.	Jewelers.
Thompson, F. W.	Ogilvie Milling Co.	Manager.
Turnbull, J. H.	Turnbull & McManus.	Sash and Doors.
Turner, J. L.	Turner, Mackeand & Co.	Wholesale Grocers.
Watson, W. W.		Grain and Commission.
Westbrook, H. S.		Agricultural Implements.
West, David	Standard Oil Co.	General Agent.
Whitla, R. J.	R. J. Whitla & Co.	Wholesale Dry Goods.
Wickson, A.	Merchants' Bank	Manager.
Williams, H. N.		Agent.
Wood, Geo. D.	G. D. Wood & Co.	Wholesale Hardware.



[Faint, mostly illegible text from the reverse side of the page, including names and business descriptions.]

PRESIDENT'S ADDRESS.

To the Members of the Winnipeg Board of Trade:

GENTLEMEN,—

In retiring from the Presidency of the Board, I shall endeavor to keep up the precedent now established, and address you on a few of the questions that have engaged our time during the past year, and respectfully make a few suggestions for the future work of the Board.

The past year has not presented any question of extra vital importance, but the ordinary work of the Board has been attended to, and, whatever was considered of interest to the country at large, as being needed to be discussed, was taken up.

The membership has steadily increased, and now represents nearly all the mercantile interests of the city. The Report of the Council will give in detail all of the work done in the past year, and, I will, necessarily, have to enlarge upon that report.

IMMIGRATION.

This question I put first, as being the most important one for a new country, and I am glad to say that the stream of immigration keeps steadily increasing, and, now that our farming community are doing well, and feeling contented, we may look for a steady increase of our population. One feature of the past year's immigration was the removal from Dakota of a large number of Canadians, who had settled there and were not satisfied with their lot. A good many of these immigrants have moved west into the Edmonton and Prince

Albert districts, where, with their knowledge of farming, now that they are placed in more favorable circumstances as to land, are sure to succeed. We, in the older parts of the Northwest of Canada, do not at once feel the benefits of this more western filling up of the country, but it gradually shows itself in the increased volume of trade, and commercial travellers do not now consider their work fully done unless they take in the whole country, as far north as there is settlement, and as far west as the Pacific ocean will allow them to go.

Coming nearer home, the Local Government have now adopted a vigorous policy in regard to immigration, having established a permanent agency in Great Britain, and also increased the staff of agents in Ontario.

Now that Manitoba has shewn by her exports of, not only grain, but cattle and dairy products, that the exhibits made at fairs and exhibitions were only an honest showing of her capabilities, we look for a large number of Ontario and eastern farmers taking up their permanent abode in the country.

There has been a great deal said of the exodus of young Canadians to the States for the want of chances of expanding themselves in their native country, but, when Manitoba and the Northwest does, and can make such a showing as the past few years have developed, no excuse is left for anyone leaving Canada for this cause. The actual acreage in Manitoba (for 1891) under crop, was 916,600 acres of wheat, yielding 23,190,000 bushels, (a little over 25 bushels per acre), 305,600 acres of oats, yielding over 14,000,000 bushels, (an average of over 48 bushels per acre), and 89,800 acres of barley, yielding about 3,200,000 bushels, (an average of over 36 bushels per acre), making a gross total of over forty million bushels of grain raised in Manitoba in 1891. These estimates are made up from Government returns gathered from their crop reporters all over the country, and are considered by the grain trade as being rather under than over the actual yield.

The average yields of grain in Ontario, as officially given, for the past ten years, are: Wheat, 20 to 21 bushels per acre, oats, 31 to 32 bushels per acre, and barley, about 28 bushels per acre, so Manitoba yields will compare favorably with the best farmed Province in the Dominion.

In close connection with this subject, is the system of farming pursued by a good many farmers, that of attempting to work more land than they can properly cultivate. Where there is a large crop (as in the past season) the harvesting cannot be attended to in time to save it, thus rendering useless the whole of the work entailed in preparing the land and putting in the seed. Practical farmers are seeing the evil of this system of over-farming, and the tendency is now towards working less land, with better cultivation, which, in the end, will yield much better results than a larger acreage poorly tilled.

DRAINAGE.

Now that we are thought to be on the eve of a cycle of wet years, this is a question of vital importance, and was fully discussed by the Board, and a committee appointed to make a report on the matter, which report has been printed.

At present drainage improvements are left to municipalities, and it was found that there was no thorough scheme of drainage under this system. For what may do for one municipality will not answer for the neighboring one, and as outlets for leading drains will have to pass through more than one municipality, some leading authority must have control. Another evil under the present system is that there has been no topographical survey made of the country, nor any leading levels taken, consequently small drains for local areas have been put in, whereas, if proper leading drains had been made, the money expended would have been refunded with good interest, in the increased value of the land improved.

The Local Government should be the controlling power to inaugurate a proper system of drainage. They should also be

at the expense of making a thorough survey and taking leveling levels. There are large amounts returned from the consolidated revenue to the rural municipalities, aggregating about \$60,000 yearly. These moneys are intended to assist in making local improvements (which are seldom done) and the Government could, with much better advantage to the country at large, control this fund themselves, and use it for a few years in starting a thorough system of drainage. Cities and towns contribute their share of these funds annually returned, and in justice to them the Government should see that proper use is made of them.

The detail work of carrying out the system after it has once started could be left to local authorities, or a commission, and the expense of drainage refunded by the lands benefitted thereby.

NOXIOUS WEEDS.

This is another question that seriously affects the whole of the lands in the Winnipeg district, and the weeds are gaining so much from year to year that it will soon be, not a local question, but a provincial one.

There is an Act on the Statute books in regard to noxious weeds, but the carrying out of the provisions of it is left to municipalities, and is virtually a "dead letter," for it has been found that path-masters, who are generally empowered as to carrying out the intents of this Noxious Weeds Act, will not insist on neighbors cutting down grain which is overrun by weeds. The Local Government admit that the law has not been carried out, that the evil of weeds is increasing, and that a change will have to be made to lessen the loss to the country from this pest. The present Act has power enough, if enforced, and the full carrying out of this can only be accomplished by independent and fearless inspectors, appointed by the Government, who will spare none who allows noxious weeds to grow unlawfully on his lands.

Closely allied with this, is the damage to grain from smut.

The Winnipeg Grain Exchange have fully gone into the evils arising from smut, and the great loss to the country from this cause, so I will not enlarge upon it, further than to urge all interested to use the simple remedy provided, and in a very few years we can get rid of this pest.

RAILWAYS.

During the last year a large addition has been made to the mileage of the railways in the Province and the Northwest, and it is a pleasing feature of our Annual Reports that increased railway facilities have been noted from year to year. No doubt in a new country railways must follow settlement, but, at the same time, we must all admit the enterprise and energy of railway corporations in pushing these lines in sparsely settled districts.

The Calgary and Edmonton line is now finished and running, and the extension of the same line to Fort McLeod is now in progress, and will be completed next summer.

The extension of the C.P.R. to the Souris coal fields is now under construction, and we look for cheap coal from that district early next summer.

After a long series of delays, the Northwest Central is now running trains regularly from Chater station on the C.P.R. to the end of the line, a distance of about 50 miles. This opens up a district of country that was greatly in need of transportation services, and the traffic done fully warrants not only the operating of the part now built but the further extension of the line.

Regarding the prospects for more railway extensions next season, it is to be hoped that the long looked for building of the Hudson's Bay Railway will be started, and, now that the Dominion Government have made ample provision for the building of that portion of the line between Winnipeg and the Saskatchewan, as a colonization road, we look for that part at least, being under contract and partially built during 1892.

WINNIPEG & DULUTH RAILWAY.—No active practical movement has been made with this line, further than the action of one of the numerous charter holders asking powers from the Dominion Government to extend the time of their charter, and it seems to be the fate of this much needed line to be only kept before the public by newspaper notices of one kind and another. We all know the necessity of low rates of freight for our export grain trade, and to obtain this in the easiest way, the shortest route to water carriage must be had. The building of the Winnipeg & Duluth Railway will give us the shortest rail route to the lakes, and also give us another competing line for freight.

Apart from this question of a through line, there is a large section of farming lands east of the Red River with good settlements which would be served by this line. These people have no means of moving their produce to market, and having borne their share of providing other parts of the Province with railway facilities, are now justly entitled to some consideration.

There are Dominion Charters, and there are Local Charters for railways covering this part of the country East of the Red River, but, so far, no work has been done as to building, and the question of providing railway facilities for this large and early-settled part of the Province, must now rest with the Local Government, who should offer such a cash bonus as would induce some company to be more anxious about the building of the road, than the getting of the charter.

TRANSFER RAILWAY.—So far the connection of the Northern Pacific with the Canadian Pacific has not been effected. This entails great loss to shippers in car lots, and it is a matter of regret that, after all the trouble the Board took in getting the legal objections removed, that the trivial outlay required should be the means of delaying the finishing of this much needed work. It is to be hoped that before another year comes round, the junction will be completed, and a regular transfer of cars made.

EXPORT GRAIN TRADE.

This branch of the grain trade has largely increased and the bulk of our low grades of wheat now finds a market in Great Britain or the Continent. Ontario has a large crop, and, instead of needing our wheat, is also exporting. Great difficulty has been experienced in getting transportation, and, as the ocean steamship companies insist upon shipments of not less than 8,000 bushels in one consignment, it has been found necessary to accumulate grain at inland points until this quantity, of the particular grade required, was ready to be shipped.

This difficulty has led the grain trade to discuss the question of where the best point would be to have an accumulating and sorting elevator, and it is conceded that Winnipeg is the best location for this enterprise, being the railway and monetary centre of the province. Grain could be shipped here in single car lots, graded and made ready for re-shipment in round lots for export via the most advantageous route to the sea-board.

This enterprise, of a large accumulating elevator at Winnipeg, is one that should receive the most hearty support of the Board, and should be dealt with in the incoming year.

TAXATION.

This is a question which was taken up in the address of my predecessor a year ago, and I fully agree with his remarks, that great injustice is done merchants and manufacturers in levying taxes on stocks when other branches of trade and professions are not taxed, because no provision is made in the law to reach them.

The Board has discussed the question, and a large committee was named to go fully into the matter. The City of Montreal has an excellent system of taxation, by which manufacturers, merchants, banks, financial institutions, insurance corporations and all others, equally and fairly pay their pro-

portion of the taxes levied. Copies of this Act, with other data, have been got for the use of the Board in dealing with this question. It will be for the new Board to re-appoint this Committee on Taxation, and endeavor to get such changes made in the law as will do away with the present one-sided system of levying taxes.

LIEN LAW.

This is a question which has not yet been dealt with by the Board, and, is one, which, in my opinion, should be discussed, being another of those provisions of the law whereby undue privileges are given to certain branches of business over others equally entitled to them.

The law, as it now stands, provides that where a seller can identify his goods by marks, or otherwise, a lien, without any registration, can be affected on these goods by the buyer giving a sale note for them. Merchants and others doing business with, and giving credit to buyers of goods on which liens are, cannot find out what position they may be in. If a lien law is needed, so open in its operation as to nearly cover everything that can be identified, then the registration of these liens should be enforced.

MANUFACTORIES.

There has been an increase to our manufactories during the past year, and also new ones projected.

We have now reached that stage in our existence as a community, that outside manufacturers are beginning to take active measures to build here to retain their trade connection. A new barb wire and nail factory is now in operation, making two factories in the city engaged in this branch of trade, and a site has been purchased and plans are now being made for an extensive twine factory. Another twine factory is also projected. These new industries will require a large number of workers, who will materially add to the prosperity of the city.

Regarding the manufacturing industries already established, they are all making material progress. Pork packing has suffered, partly from the scarcity of hogs. This scarcity should not be in a country where feed grains are so cheap and are exported at extremely low prices. The real cause of this scarcity, so far as I can learn, is, that when pork is cheap farmers stop raising hogs, and when prices go up all rush in to raise them and glut the market with an over-supply. A steady market, with an average supply from year to year, will remedy this, and the farmer who raises grain and stock, without studying and speculating upon the market price, will find he will average much better returns than the one who farms by market values.

WINNIPEG INDUSTRIAL EXHIBITION.

This being the first year of this enterprise, it is gratifying to record that it was a great success, showing, by the large numbers that came from all parts of the Province and the Northwest, that it will be of great and permanent benefit in developing and displaying the resources of the country. Part of this success is attributable to the liberal grant made by the Local Government, and, also to the very generous terms of transportation given by the Canadian Pacific and the other railways, and it is to be hoped that such liberality will be continued.

RED RIVER IMPROVEMENTS.

No progress has been made in this matter, and, now that the Dominion Cabinet has been re-constructed, an effort should be made to get some work done this coming summer.

The City Council have asked this Board to work jointly with them in pushing this question to a final solution.

It is my pleasant duty to record the visit of the members of the Duluth Chamber of Commerce, and Business Mens Union to this City, in November last, when a hearty welcome was given to these neighbors of ours from across the line.

Such fraternal visits do good in leading to a better understanding and closer business relations.

It was suggested last fall that it would be a move in the right direction for this Board to have an excursion over the new extensions of railways in the Northwest, so as to become fully conversant with the capabilities of the country, and, also come into closer contact with the business men of these new districts. This is a subject that should engage the attention of the new Board.

During the past year there has been great fatality all the world over by influenza, or la grippe, and the concurrent troubles that follow this disease.

Among ourselves, I have to mention the death of Mr. James Anderson, of the Hudson's Bay Company's service, one of the old and tried officers of that Company, and, whom to know was to respect.

Another, whom we shall all miss, is the well-known figure of John B. Mather, who was more closely allied with us in our public work, and who was always ready to push fearlessly what he considered was in the interests of his adopted city and country and the Dominion at large.

In closing, I have to congratulate the members of the Board on the general prosperity of the country and the bright outlook there is for all of us. We have a goodly heritage, for which we should be extremely thankful, and it rests with ourselves what use we shall make of our advantages. We are on the eve of big projects, and when we see our great national highway, after spanning the continent from ocean to ocean, is still not content, but is now endeavoring to open up new markets for us in the far east, each of us, in his own sphere, should do his share in developing this great country and Dominion.

There has been just complaint that business in this new

country engrosses all our time, day and night, and no leisure left for social intercourse. The Board have made a happy effort to break in on this by inaugurating an annual dinner of the members and their friends, and it is to be hoped this departure will be kept up.

Winnipeg, 2nd February, 1892.

STEPHEN NAIRN,

President.

GENTLEMEN,

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

SAMPLES FREE OF DUTY.

Early in April last a communication was received from the Quebec Board of Trade, requesting that this Board would join with them in pressing on the Dominion Government the advisability of admitting free of duty into Canada commercial samples of goods. While correspondence with the Quebec Board was in progress, the Government acceded to the request, and no further action was necessary.

WINDING UP OF ESTATES.

The matter of taking action to secure the more speedy winding up of estates has been discussed on several occasions by the Council, but it was not thought advisable at the time to take any active steps.

NORXOUS WEEDS ACT.

A deputation was sent by the Council to wait on the Provincial Government respecting the non-enforcement of the Norxous Weeds Act in the City and surrounding districts. It was feared by the deputation that it was most probable that the Act will be amended at the approaching session of the Legislature, and made more workable.

MAIL SERVICE ON NORTHERN PACIFIC RAILWAY.

At the last Annual Meeting a resolution was passed condemning the mail service to points along the line of the Northern Pacific Railway, no mails being carried by any trains on that railway. The

REPORT OF COUNCIL.

WINNIPEG, 2ND FEBRUARY, 1892.

To the Members of the Winnipeg Board of Trade.

GENTLEMEN :—

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

SAMPLES FREE OF DUTY.

Early in April last a communication was received from the Quebec Board of Trade, requesting that this Board would join with them in pressing on the Dominion Government the advisability of admitting, free of duty, into Canada, commercial samples of goods. While correspondence with the Quebec Board was in progress, the Government acceded to the request, and no further action was necessary.

WINDING UP OF ESTATES.

The matter of taking action to secure the more speedy winding up of estates has been discussed on several occasions by the Council, but it was not thought advisable at the time to take any active steps.

NOXIOUS WEEDS ACT.

A deputation was sent by the Council to wait on the Provincial Government respecting the non-enforcement of the Noxious Weeds Act in the City and surrounding districts. It was learned by the deputation that it was most probable that the Act will be amended at the approaching session of the Legislature, and made more workable.

MAIL SERVICE ON NORTHERN PACIFIC RAILWAY.

At the last Annual Meeting a resolution was passed condemning the mail service to points along the lines of the Northern Pacific Railway, no mails being carried by any trains on that railroad. The

matter was again brought to the notice of the Postmaster General, and the Council can now report that mails are dispatched on the trains, adding greatly to the advantage and convenience of the business community and settlers along the Northern Pacific Railway in Manitoba.

CHANGES IN CONSTITUTION.

On the 14th April the Constitution was amended to make the regular meetings of the Board quarterly, instead of monthly; and the Council membership was increased from twelve to sixteen.

HIDE AND LEATHER INSPECTION.

The Annual Report of the Hide and Leather Inspector, Mr. W. J. Bird, for the year ending 30th June, 1891, shows that 14,769 hides were inspected by him. During the previous year the number was 15,020. The Inspector accounts for the falling off in the number inspected, by stating that no inspection is made of car lot shipments now consigned through to Eastern markets from interior points.

The Annual report of the Hide and Leather Examiners is herewith attached.

DOMINION GRAIN EXAMINERS.

In September, Mr. R. R. Rearvely, of Fort William, applied to the Dominion Board of Examiners and Arbitrators here, for examination as to his fitness to act as a Deputy Inspector of Grain. After proper examination, a certificate of qualification was issued to him, and he is now Deputy Inspector of Grain at Fort William, under Inspector Gibbs.

WINNIPEG INSPECTION DIVISION.

By Order-in-Council the Inspection Division of Winnipeg has been defined as comprising all the territory west of the Division of Port Arthur, extending to the boundary of British Columbia.

GRAIN INSPECTION.

The Annual Report of the Inspector of Grain at Winnipeg, Mr. D. Horn, submitted in January last, shows that for the year ending 30th June, 1891, 10,200 cars of wheat were inspected in this City

For the same period of the previous year the inspection returns showed but 3,396 cars. For the six months ending 31st December, 1891, 6,531 cars of the 1891 crop were inspected; as compared with 3,830 cars for the same months of 1890.

Weekly returns of the Winnipeg Inspection are regularly filed in the Secretary's office for the information of members.

For some years there has been expressed, by the grain dealers of Manitoba, the opinion that there should be some system of public weighing of grain at the option of the buyer or seller. Acting with the Winnipeg Grain and Produce Exchange, in July last the Board sent the Secretary to Ottawa, to represent the necessity of such changes being made in the "Act Respecting Public Weighers" as would make it workable in that part of Canada lying west of Lake Superior. At our request the Boards of Trade at Port Arthur, Portage-la-Prairie, Carman, Morden, Brandon, Qu'Appelle and Regina, also forwarded copies of a petition prepared by the Winnipeg bodies Messrs. H. J. Macdonald, M. P., and A. W. Ross, M. P., with the Secretary, waited on the Hon. J. J. C. Abbott, in the absence of the Minister of Inland Revenue, with the result that Mr. Abbott, himself, introduced a bill to amend the Weighers Act, and this is now law. Following is a copy of the amendments:

(1891.)
AN ACT TO MAKE FURTHER PROVISION RESPECTING WEIGHERS OF GRAIN.

HER Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows—

1. The Act passed in the session held in the fiftieth and fifty-first years of Her Majesty's reign, chapter thirty-seven, intituled, "An Act to confer certain powers on Boards of Trade as to the Licensing of Weighers," is hereby amended by adding the following sections thereto:

"4. In any grain inspection division for which an inspector of grain has been appointed under "The General Inspection Act," the Governor in Council may, upon petition from any Board of Trade within such division, appoint such inspector of grain, or his duly appointed deputy, or any person found qualified under section two of this Act, to be a weigher under this Act, and such weigher shall be designated the official weigher for such inspection division :

"2. The provisions of section three shall apply to such official weigher, and he shall give bond or security for the due performance of the duties of his office.

"5. The Council of the Board of Trade at any place for which a grain Inspector is appointed may make regulations for the government of weighers, whether licensed or official, and may establish a tariff of fees to be paid them,—such regulations and tariff to be subject to the approval of the Minister of Inland Revenue.

"6. Every official weigher appointed under this Act shall issue certificates of weighings in such form as is determined by the regulations mentioned in the next preceding section; and every such certificate shall be received in all courts of justice as *prima facie* evidence of the weight of the grain in respect of which it is issued."

EXCURSION FROM DULUTH.

In November the Council had the pleasure of assisting in welcoming to the city a large number of visiting members of the Chamber of Commerce and Jobbers Union, of Duluth. The programme of reception comprised a drive about the city, an inspection of the Ogilvie Flour Mill and the Exhibition grounds, a lunch, dinner, and speeches in the Opera House in the evening.

NORTHWEST COMMERCIAL TRAVELLERS ASSOCIATION.

Members of this Board, who are also members of the Travellers Association, having brought to the attention of the Board the fact that a movement was on foot tending to secure the amalgamation of the Northwest Travellers Association with that of the Commercial Travellers Association of Canada, the Board forwarded a copy of the following resolution to the Local Association.

"RESOLVED, That this Board, while disclaiming any right to interfere with the matter of the amalgamation of the Northwest Com-

mercant Traveller's Association with Canada, desires to express its opinion that no action should be taken which would tend to weaken the unity of Northwest rn trade, which the mercantile element of this Province has sacrificed so much to build up and cement, and in which sacrifice the Northwestern Commercial Travellers Association has borne its share."

We are pleased to report that at the Annual Meeting of the Traveller's Association, on Dec. 26th, by unanimous vote, the members decided to decline amalgamation.

TAXATION SYSTEM.

The Board, in October last, appointed a committee to enquire into and secure information regarding the best system of taxation for municipal purposes. The committee has secured a considerable amount of data, but is not yet in a position to report, and we would recommend that it be continued.

DRAINAGE OF LOW LANDS.

A deputation of settlers from the Brokenhead River District waited on the President and asked that the Board would assist them in urging on the attention of the Provincial Government the pressing necessity of opening some drains, and constructing roads in that part of the Province. The claim was advanced that if something of this kind was not done the settlers there would abandon their lands, as in wet seasons, and in the spring, they were cut off from road connection with this city. A deputation from the Council with the local member from Springfield waited on the Government and represented the situation to the ministers, who promised to consider the matter. Some public work has since been done in the district with good results.

In December the Drainage Committee, appointed by the Council, invited members of the Local Legislature and other gentlemen interested in the question of the draining of the low lying sections of Manitoba, to attend a meeting, called in the Board room, for a full discussion of the subject in all its aspects. The attendance at the meeting was not encouraging, but those present were unanimously of the opinion that a topographical survey was absolutely necessary. The following resolution was passed :

"That this meeting is of opinion that it is the duty of the Provincial Government to undertake and carry out a topographical survey of the lands of the Province requiring drainage, so that the foundation for a comprehensive system of general drainage may be furnished thereby, and that a memorial to that effect be drafted and presented to the Government at as early a date as possible."

The President was requested to nominate a committee to propose the memorial, and it was decided to request members of the Provincial Legislature and others interested to join the Board in signing the memorial and presenting it to the Government. On the committee's reporting to the Council, we resolved to bring the whole matter before the Board for its consideration.

ELECTRIC STREET RAILWAY.

In April the Board passed the following resolution, which the City Council acted on, as it was felt by most citizens that the information available to them was not sufficient to form a final opinion upon.

"RESOLVED, that after considering the question of the Electric Street Railway franchise, in the light of the information so far furnished to the public, this Board would suggest that the City Council secure and make public, all information procurable relating to the terms and conditions under which Electric Street Railway franchises in other cities are granted or extended, so that citizens would have an opportunity of fully understanding and intelligently discussing the points at issue, before any new franchise or extension of the present one, is granted in Winnipeg.

GRAIN STANDARDS.

The Western Grain Board met in Winnipeg on the 28th and 29th September last, representatives being present from Winnipeg, Port Arthur, Portage-la-Prairie, Brandon, Fort Qu'Appelle, Regina and Moose Jaw. The following standards were struck:—Extra Manitoba Hard, Nos 1 and 2; Manitoba Hard, No. 1; Manitoba White Fyfe, Nos 1 and 2; Northern; and under the amended Inspection Act, the "Commercial Grades," No. 3 Hard, Nos 1, 2 and 3 Regular and No. 1 Rejected. To show the thoroughness with which the

samples secured for the meeting were sought for, it may be mentioned that many sacks of grain, of two bushels each, were received from some fifty grain points. The delegates were entertained to a lunch by the President of this Board, on the first day of their meeting.

LONDON CHAMBER OF COMMERCE.

An invitation has been received from the Chamber of Commerce of London, England, to join with Boards of Trade and other trade bodies in sending representatives to a conference of delegates from Boards of Trade in the British Empire. The list of subjects already suggested for consideration and discussion cover a wide range, and include many of great interest to the business community of Manitoba. The circular invitation concludes as follows:

"The Council trust that this Committee, representative as it is of interests in all parts of the Empire, will inspire confidence among the various Chambers of Commerce and Mercantile Associations, that the Congress shall be of a thoroughly practical character.

It is thought that the programme of the second Congress should comprise the following economic and non-political subjects, as matters ripe for discussion:—

1. Commercial relations of the Mother Country with her Colonies and Possessions, with special regard to the renewal of European Treaties, and recent commercial legislation in the United States.
2. Boards of Conciliation for Labor Disputes.
3. The Codification of the Commercial Law of the Empire.
4. Imperial Registration of Trade Marks, and the adoption throughout the Empire of the Merchandise Marks Act.
5. Bills of Lading Reform.
6. Factory Legislation throughout the Empire.
7. Commercial Education, including the Scheme initiated by the London Chamber of Commerce.
8. Emigration and Colonization.
9. The necessity of an Imperial system of Decimal Currency Weights and Measures.
10. An Imperial System of Penny Postage.
11. Direct Telegraph communication throughout the Empire.

Whilst submitting this list of leading topics of interest to all parts of the Empire, my Council desire particularly to point out that it is intended merely as suggestive of the directions in which the Congress may usefully move. I am therefore to request that you will inform me at the earliest possible moment whether you approve of these subjects being so brought forward for consideration. If so (a), whether you desire to submit any special resolutions thereon; and (b) what suggestions (if any) you have to make as additions to the programme of business.

My Council will be obliged if you will forward by the earliest mail possible, such resolutions on the questions set out above, or others which you may suggest for consideration, in order that the Organizing Committee may prepare a definite programme for discussion and circulation beforehand.

I am to express the earnest hope that you will be able to co-operate in this Congress, and to inform me of the names and addresses of the gentlemen whom you delegate as your representatives, by filling in the enclosed sheet at your early convenience and returning it to me.

ADVERTISING PAMPHLET.

In April the Council appointed a Committee to wait on the Finance Committee of the City Council regarding the urgent necessity of providing a small pamphlet which would, in a concise form, provide full information regarding the City and advantages offered to persons desiring to take up land in its vicinity. The Finance Committee could not see their way clear to recommend more than \$100 for this purpose, and the Council could not see that any practical plan of advertisement could be operated for the sum. No further action was taken in the matter.

METEOROLOGICAL REPORTS.

The request of previous Councils that the daily weather service reports should be furnished to telegraph stations in Manitoba was again urged upon the Dominion Government, with the result that the Dominion service was extended to this Province in October last, and we are, in this respect, placed on an equal footing with the other Provinces of Canada in enjoying the benefits of weather forecasts.

RESIGNATION OF TREASURER.

Mr. W. J. Akin, who was elected as Treasurer at the last Annual Meeting, having left the city, sent in his resignation, and the Council elected Mr. Geo. J. Maulson to fill the vacancy.

IMPROVEMENT OF RED RIVER.

Early in May last Mr. J. E. Steen, Vice-President, at the request of the Council visited Ottawa as a deputation to urge that the Dominion Government place in the estimates a sum sufficient to at least commence operations in the work of improving the navigation of the Red River, so that lake vessels could pass up to this city. Mr. Steen interviewed the Minister of Public Works, who held out no hopes that any work would be undertaken this year and this was confirmed, as no sum was placed in the estimates for that purpose. Mr. Steen reported that the engineers of the Department pronounced against building a permanent dam below the St. Andrews Rapids, and were in favor of two moveable dams if the work was to be undertaken. The estimates given by the engineers were, for one permanent dam, between \$500,000 and \$600,000; and a considerably higher figure for the two moveable dams.

Our City Engineer, Major Ruttan, has been working on plans and estimates and the City Council has asked this Board to appoint a committee to take joint action with a committee of the Council in again taking the matter up. We strongly recommend that a committee be so appointed by the Board, and vigorous action taken at an early date.

LUMBERMEN'S ASSOCIATION.

In October last the Board was appealed to by manufacturers of spruce lumber on account of discrimination made by pine lumber manufacturers against dealers handling spruce lumber, and the Board passed the following resolution:

"That this Board views with strong disapprobation the decision of certain pine lumber manufacturers of the Northwest to refuse to supply lumber to dealers who handle and sell spruce lumber, believing such a decision to be a direct interference with the legitimate flow of trade, and a tyrannical attempt to hamper and

coerce trade for the benefit of the few, and against the interests of the many."

Boards of Trade in Manitoba were requested to join with this Board in condemning this action of the Pine Lumbermen's Association, and in most cases they passed resolutions similar to the above.

NORTHERN PACIFIC RAILWAY.

In May last it was rumored that the Northern Pacific Railway Company had decided to withdraw from operating in Manitoba. Correspondence was at once opened by the Council with the officials of the railroad, who immediately sent a prompt denial. In July, Mr. Mellen, General Manager of the Northern Pacific Railway Company, having accepted an invitation from the Board to visit Winnipeg to discuss matters of mutual interest and importance attended a meeting here, and in specific terms assured the Board "that the Northern Pacific Railway Company had no idea of parting with its Manitoba lines by sale, lease or in any other way, but on the contrary they intended to improve their properties here, and maintain their lines in the most complete manner."

TRANSFER RAILWAY.

Though Mr. Mellen, General Manager of the Northern Pacific Railway, in July last promised that there should be no delay in making a connection between the Transfer Railway and the Canadian Pacific Railway. For some reason, not understood, such action has not been taken, and the situation is practically as it was a year ago. The inconvenience and expense attending the transfer of goods from one line to the other is very great and seems to be quite unnecessary in view of the fact that nothing now prevents the Northern Pacific from extending the Transfer Railway track the few yards intervening between it and the Canadian Pacific Railway Company's main line. The shipment of grain, firewood and other commodities, from along the lines of the Northern Pacific to the mills on the Canadian Pacific Railway, is practically prohibited, and must result in great loss to the Northern Pacific Railway as well as to the public; while settlers along the lines of the latter road are unable to receive direct rail shipments of lumber, etc., from along the lines of the Canadian Pacific Railway.

CORDAGE FACTORIES.

The Council on the 5th January passed the following resolution which is now submitted to the Board for its consideration, and such action as it may see fit to take. It is understood that two companies are now arranging for the establishment of cordage factories in this city. :

Whereas, it appears by the last official crop bulletin, issued by the Agricultural Department of the Government of Manitoba, that the quantity of binder twine used in harvesting the crop of 1891 in the Province of Manitoba alone was the enormous quantity of 3,795,193 pounds, at a cost to the farmers of the Province of \$569,278,95, and a very large quantity must also have been used in the territorial provinces of Assiniboia, Athabasca, Alberta and Saskatchewan to the west, but of which there is no official estimate before this Council of the Winnipeg Board of Trade,

And whereas, the quantity of binder twine used in said Province must increase from year to year ;

And whereas, there is no factory for the manufacture of this article established in any of the above named provinces ;

Be it resolved, that in the opinion of this Council, the establishment of a factory for the manufacture of binder-twine at the City of Winnipeg would not only prove a remunerative investment to those undertaking in the enterprise, but would also result in a great benefit to the city and Province at large, and this Council unhesitatingly recommends such an enterprise to the attention and support of the people of Manitoba and investors generally."

MANITOBA FISHERIES.

The attention of the Council has again been called to the vexed question of fisheries regulations for our lakes, by the issue of a long set of regulations, which it is claimed by the fishermen, are severe and uncalled for by the situation. A Committee of the Council has been securing information on the subject and they will probably present their report to the annual meeting.

A request has been received from the Board of Trade at Rat Portage, that this Board should take joint action with them in having the prohibition of fishing in the Lake of the Woods removed, or

at least amended. At present the Canadian Government will not allow of fishing in the parts of the lake north of the International Boundary Line, while American fisheries are in full operation south of the Boundary line, so that the whole fisheries of the lake are practically handed over to the Americans without any compensating benefits being derived by our own people. The American fishermen ship their fish by rail from Rat Portage "in bond" through to points in the United States.

DEATH OF SIR JOHN A. MACDONALD.

On the death of Sir John A. Macdonald the President, on behalf of the Board, wired Lady Macdonald as follows :

"The members of the Winnipeg Board of Trade wish to convey to you and your family, their sincere sympathy for the loss you have sustained in the death of Sir John A. Macdonald, and also join in the general regret of the great public loss."

DEATH.

The Council have to report the death on the 20th of December last of Mr. James Anderson, of the Hudson's Bay Company service, a member of this Board for some years. Mr. Anderson was long resident in this country and enjoyed the greatest respect and confidence, of not only the business community, but all classes of our people brought into contact with him.

The Council regrets also to record the death of Mr. J. B. Mather, an active member of the Board, who was most prominent in working for the advancement of the interests of this City and the Northwest. Mr. Mather was identified with a large number of public bodies and Associations, and his removal is keenly felt by us all.

THE LIBRARY.

Additions are continually being made to the list of books of reference in the Board's library. Through the kindness of Consul Taylor, the Board is receiving a full issue of the census reports of the United States. The Departmental and other blue books of the Dominion are regularly received and filed for reference.

TREASURER'S STATEMENT

FOR YEAR ENDING 31st DECEMBER, 1891.

RECEIPTS.

To balance from last year	\$647 33
" Entrances fees and subscriptions	1335 00
" Grain Exchange for rent	100 00
	\$2082 33

DISBURSEMENTS.

By Secretary, balance salary, 1890,	\$200 00
" " " salary for 1891,	900 00
" Rent	200 00
" Share telephone and caretaker	45 00
" Stationery, printing and advertising	100 45
" Postage, telegrams and petty	42 88
" Expenses delegation to Ottawa re. amendments Inspection and Weighing Acts	85 00
	\$1573 33

Balance in Bank

\$509 00

Balance on hand this year really exceeds balance at the end of 1890 by \$61,67, as a liability on Secretary's salary for 1890 of \$200, was not paid out until February, 1891.

GEO. J. MAULSON, Treasurer.

Audited and found correct,

ANDREW STRANG, }
M. BULL, } Auditors.

ANNUAL REPORT
 OF THE
BOARD OF GRAIN EXAMINERS.
 FOR THE YEAR ENDING 31ST DECEMBER 1891.

WINNIPEG, 7TH JULY, 1891.

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

GENTLEMEN:—

The Board of Grain Examiners beg to present their Annual Report for the fiscal year ending at this date.

As reported, we sent three delegates to the Annual Meeting of representatives of Boards of Trade west of Lake Superior, held on the 1st October of last year. Delegates from the Boards at Port Arthur, Portage la Prairie, Brandon, Qu'Appelle and Moose Jaw with the Grain Inspectors at Winnipeg and Port Arthur were present.

As it has been found, by practical experience, that almost every season produces some wheat which it is impossible to class in the schedule of grades defined by the Inspection Act, and do justice to producers and handlers of the grain, we would recommend that correspondence be opened with the Minister of Inland Revenue, with the object of having the "commercial grades," struck by the Annual Standards Meeting, legally recognized when the Minister considers it proper and necessary.

We also recommend that the general Board appoint a committee to urge upon the Minister of Inland Revenue, the necessity existing for the passage of a Dominion Act, authorizing the appointment of Dominion Weighmen, who will have the authority to issue certificates of the weight of grain in the same manner that Inspectors issue certificates of quality

and grade. There can be but one opinion as to the extreme necessity existing that producers and shippers of grain in this province should have more protection as to guarding correct returns of the output of cars unloaded at a distance from the shipping point. If thoroughly competent and reliable weighmen, appointed by the Government as are the Grain Inspectors, were stationed at such points as command a volume of trade sufficient to afford support to such officials, they could weigh grain shipped from elevators into cars and issue certificates of the fact. The grain trade would willingly consent to pay fair fees for this convenience and guarantee, and we are satisfied claims for shortage returned from destination points would be few and far between, in strong contrast to the unsatisfactory and irritating results now prevailing on all but the Lake Superior and export business.

In April last the Commissioner of Inland Revenue forwarded certain samples of wheat, said to have been shipped from Manitoba to New York and Boston for export, and asked that the examiners should pass judgment as to their grades, repeating at the same time certain statements of New York houses reflecting on the Canadian inspection. A full report was forwarded to the Commissioner and a request made that the fullest possible investigation be made into the statements of the New York exporters. Our report was evidently so convincing that notwithstanding our renewed request for further particulars, we are informed from competent authority that the samples forwarded by the New York dealers were sent in error, or that they found they had been mistaken.

(Signed)

R. P. ROBLIN,

Chairman.

ANNUAL REPORT
BOARD OF FLOUR EXAMINERS.

WINNIPEG, 7TH JULY, 1891.

The President and Members of the Board of Trade:

GENTLEMEN:—

Your Board of Flour and Meal Examiners beg to report that the only occasion, during the past year, on which their services were required, was in having representation at the Annual Meeting of the Examiners of Flour and Meal for the Dominion, which was held at Montreal on the 23rd October, 1890. Our representative was present, and arranged that in future samples of flour should be obtained direct from some of the Manitoba mills, for use at the meeting to fix standards.

All of which is respectfully submitted.

STEPHEN NAIRN,

Chairman.

ANNUAL REPORT

HIDE AND LEATHER EXAMINERS.

WINNIPEG, 7TH JULY, 1891.

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

GENTLEMEN:—

The Board of Hide and Leather Examiners beg to report that their duties for the past year have been very light as there has, as yet, been very little leather tanned in the Province, although there appears to be a good opening here for a practical tanner, and it is a well-known fact that the hides produced in this country are heavier and of better quality than elsewhere in Canada.

The spring hides are perfectly free from grubs or warbles, and if carefully taken off and cured, as indicated in your Board Circular of 1887, there is no doubt but Manitoba would soon be as well known for producing the best hides as she is now known for producing the best wheat.

The Winnipeg Inspection seems to have given satisfaction generally during the past year; and attached herewith is the Inspector's returns of all hides inspected by him at Winnipeg, from January 1st, 1891, to July 1st, 1891.

All of which is respectfully submitted.

E. F. HUTCHINGS,

Chairman.

GRAIN STATISTICS.

Returns to Winnipeg Board of Trade of wheat inspected at Winnipeg, crops of 1887 to 1890, up to June 30th, 1891.

Class	WHEAT. Grade.	1887 Cars.	1888 Cars.	1889 Cars.	1890 Cars.
Extra Hard	.....			77	
Hard	.. No. 1.....	583	663	1,324	} 1,576
"	..... No. 2.....	657	773	990	
"	..... No. 3.....		485		2,635
Northern	.. No. 1.....	2,352		59	} 1,425
"	..... No. 2.....	1,030		387	
"	..... No. 3.....	76		35	338
White Fife	.....			29	
Spring	.... No. 1.....	240			
"	.... No. 2.....	104	2		
No grade	.....	441	56		630
Rejected	.....	484	346	162	320
Other and special grades	.....		1,112	333	3,276
Total cars		5,967	3,437	3,396	10,200
WHEAT—Equal to (bus)		3,878,550	2,234,050	2,207,400	6,630,000

NOTE.—Return for six months ending 31st Dec., 1891, shows 6,531 cars, or 4,245,150 bushels, already inspected of the crop of 1891.

MANITOBA.

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

	Imports.	Exports.	Duty Paid.
1886	\$1,959,337	\$852,715	\$467,213
1887	2,012,183	875,041	508,948
1888	1,750,048	1,304,890	457,354
1889	2,207,314	782,606	549,458
1890	2,555,285	988,384	649,027
1891	2,795,806	1,612,124	620,395

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

MANITOBA FISH EXPORT TO UNITED STATES.

1885.....	1,485,572 pounds	\$54,663
1886.....	1,450,871 "	51,589
1887.....	1,582,664 "	65,261
1888.....	2,063,097 "	86,944
1889.....	1,781,587 "	75,465
1890.....	2,332,796 "	97,677
1891.....	2,251,955 "	94,975

Following is a detailed list of the Fish exported from 1st January to 31st December, 1890 and 1891 :

	1890	1891	1890	1891
	POUNDS.	POUNDS.	VALUE.	VALUE.
Whitefish, fresh	1,466,289	1,557,936	\$68,787	\$73,275
Pickeral	250,936	204,146	9,745	7,015
Pike	339,222	370,737	8,895	11,252
Tullibee	42,506	71,301	1,032	1,871
Gold Eyes	140	36	4	
Codfish.....	855	6,147	24	201
Perch	690	3,318	12	55
Sturgeon	231,986	1,361	9,167	72
Other fresh....	172	338	11	88
Other salted ...		36,640		1,146
	<u>2,332,796</u>	<u>2,251,955</u>	<u>\$97,677</u>	<u>\$94,975</u>