

Sixteenth Annual Report
OF THE
Winnipeg
Board of Trade,

WITH THE
Reports of Council, Treasurer,
Committees, Etc.

ADOPTED AT THE ANNUAL MEETING HELD FEBRUARY 5th, 1895.

ISSUED BY AUTHORITY OF THE BOARD.


WINNIPEG
"COMMERCIAL PRINT."
1895.

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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
Jos. Mulholland 1882	R. J. Whitla 1890
C. J. Brydges, (deceased) . 1883	Stephen Nairn 1891
Kenneth Mackenzie . . . 1831-6	J. E. Steen 1892
	F. W. Stobart 1893
W. B. Scarth 1894.	

COUNCIL FOR 1895.

R. T. Riley, <i>President</i> .	Andrew Strang, <i>Treasurer</i> .
F. H. Mathewson, <i>Vice President</i> .	Chas. N. Bell, <i>Secretary</i> .
D. W. Bole, S. A. McGaw, K. Mackenzie, G. F. Stephens, W. B. Scarth, H. Miller, F. W. Stobart, J. H. Ashdown, W. Georgeson, T. A. Anderson, J. E. Steen, J. Y. Griffin, D. K. Elliott, F. W. Thompson, A. B. Bethune, T. H. Webb.	

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 3rd, 1894 to July 2nd, 1895.

BOARD OF GRAIN EXAMINERS.

S. A. McGaw, *Chairman*.

J. A. Mitchell.	S. Nairn.	S. Spink.	D. G. McBean.
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BOARD OF FLOUR AND MEAL EXAMINERS.

S. Nairn, *Chairman*.

R. Muir.	S. Spink.	F. W. Thompson.	C. H. Steele.
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BOARD OF HIDE AND LEATHER EXAMINERS.

E. F. Hutchings, *Chairman*.

P. Gallagher.	Jas. Redmond.	N. Bawlf.	F. Ossenbrugge.
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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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1895.

LIST OF MEMBERS.

NAME.	FIRM.	BUSINESS.
Adams, D. E.	Dominion Coal Co.	Local Manager.
Agur, R. H.	Massey-Harris Co.	Agricultural Implements.
Aikins, J. S.	Aikins & Pepler.	Fin. Agts. and Real Estate.
Atkinson, A.	Atkinson & Co.	Grain Dealers.
Alloway, W. F.	Alloway & Champion.	Bankers.
Anderson, T. A.	Merrick, Anderson & Co.	Stoves and Hardware.
Ashdown, J. H.		Hardware.
Bawlf, N.		Grain.
Bell, C. N.	Board of Trade & Grain Ex.	Secretary.
Bethune, A. B.	J. W. Peck & Co.	Wholesale Cloth'g and Furs
Bertrand, S. A. D.		Official Assignee.
Body, J. A.	Body & Noakes.	Oil Mills.
Boire, H. N.	Banque d'Hochelaga.	Manager.
Bole, D. W.	Bole, Wynne & Co.	Wholesale Drugs.
Brock, J. H.	Carruthers & Brock.	Insurance, etc.
Brydon, Wm.		Contractor.
Brydges, F. H.		Insurance.
Buchanan, D. W.	<i>The Commercial.</i>	Editor.
Burridge, Jas.	Manager for C.&E. Gurney.	Wholesale Stoves, etc.
Campbell, R. J.	Sutherland & Campbell.	Wholesale Grocers.
Carruthers, F. F.	Carruthers & Brock.	Insurance, etc.
Chambers, J. H.	Paulin & Co.	Biscuit Manufacturers.
Champion, H. T.	Alloway & Champion.	Bankers.
Chipman, C. C.	Hudson's Bay Co.	Commissioner.
Clark, S. P.	S. P. Clark & Co.	Grain and Commission.
Clements, Geo.		Merchant Tailor.
Crebassa, Geo.	Banque Nationale.	Manager.
Dingman, John E.		Manufacturers' Agent.
Drewry, E. L.	Redwood Brewery.	Brewer.
Driscoll, J. W.	McClary Mfg. Co.	Manager.
Dwight, L. B.	G. N. W. Telegraph Co.	Superintendent.
Elliott, D. K.	R. J. Whitla & Co.	Wholesale Dry Goods.
Erb, Geo. W.	Waterous Engine Co.	Manager.
Fraser, Donald.	D. Fraser & Co.	Wholesale Clothing.
Gallagher, P.	Gallagher & Sons.	Cattle and Meats.

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List of Members.

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Galt, G. F.	G. F. & J. Galt	Wholesale Grocers.
Galt, John	" "	" "
Georgeson, Wm.	Thompson, Codville & Co.	" "
Gilroy, Thos.	Sun Life Assur. Co of Can Manager.	
Griffin, J. Y.	J. Y. Griffin & Co.	Wholesale Provisions.
Harris, J. W.		Assessment Commissioner.
Hastings, W. A.	Lake of the Woods Milling Co.	Millers and 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.
Howard, J. F.	J. F. Howard & Co.	Drugs.
Hutchings, E. F.		Harness & Leather Goods.
Judd, W. E.	Standard Oil Co.	Manager.
Johnson, D. S.	Canada Rubber Co.	Manager.
Leslie, John.	Leslie Bros	Furniture.
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 and Grain Dealers.
McKechnie, John.	Vulcan Iron Works.	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 Commerce.	Manager.
Maulson, Geo. J.	Lon. Can. Loan & Ag'y. Co.	" "
Miller, H.	Miller, Morse & Co.	Wholesale Hardware.
Mitchell, J. A.	Martin, Mitchell & Co.	Grain.
Monk, J. B.	Bank of Ottawa	Manager.
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.
Ogilvie, W. W.	Ogilvie Milling Co.	Millers and Grain Dealers.
Osenbrugge, 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 and Shoes.
Redmond, E. J.	Redmond, Greenlees & Co.	Whol. Hats and Caps, etc.

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Richard, J. A.	Richard & Co	Whol. Liquors & Cigars.
Richardson, R. D.	R. D. Richardson & Co.	Publisher and Stationer.
Richardson, C. S.	Richardson Staty & Pub Co	Manager.
Riley, R. T.	Sanford & Co.	Wholesale Clothing.
Robinson, Cant. W.		Whol. Fish & Lumber.
Robinson, T. D.	T. W. Robinson & Co.	Coal and Wood.
Rowbotham, S. A.		Financial Agt. & Real Est.
Rublee, M. W.	Rublee, Riddle & Co.	Wholesale Fruits.
Russell, John	Freehold Land Co.	Local Manager.
Ruttan, H. N.		City Engineer.
Ryan, Thos.		Wholesale Boots and Shoes.
Searth, W. B.	Can. Northwest Land Co.	Land Commissioner.
Seroggie, 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 and 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.
Simpson, D.	Bank Br. Nor. Am.	Manager.
Thompson, W. J.	Thompson, Codville & Co.	Wholesale Grocers.
Thompson, F. W.	Ogilvie Milling Co.	Manager.
Turnbull, J. H.	Turnbull and McManus	Sash and Doors.
Turner, J. L.	Turner, Mackeand & Co.	Wholesale Grocers.
Webb, T. Harry.	Patterson Bros. Co.	Agricultural Implements.
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.

To the Winnipeg Board of Trade.

GENTLEMEN :

"Your Council's report is a bare outline of the work they have done. There were many subjects discussed by them that are not touched upon in the report, and as even those that are noticed are related without comment, I will say a few words on some of the most important in the short address I will trouble you with; and I will also take the liberty of touching on a few matters not in the Council's report. On the question of deep water navigation I am sure we are all agreed that it is all important that our waterways to the ocean should be improved. A great stride in this direction has been made in the completion of the Canadian Sault canal. We are no longer at the mercy of our neighbors, and have our own waterway from Lake Superior to the sea. I trust that the Dominion Government will soon take up the work of deepening the Welland and St. Lawrence canals, and thus cheapen transportation to the sea board.

On the question of grain standards your Council are, I think, unanimous in the belief that the parties selected to make the standards, for this western country, should be Manitobans or Northwesterners, who grow, handle and ship the grain, and, in this connection, let me mention that 90 per cent. of it is purchased and handled by Winnipeg firms.

You will observe that the Council took action in the matter of the Southeastern railway. The Local Government declined to grant aid to the scheme for reasons set forth in the report, but I think you will all agree with me that the Ministers com-

mitted themselves in their speeches to this, that when a through scheme to Lake Superior was presented with a guarantee of reduced grain rates, they would be prepared to aid it. It will be gratifying to the Board to know that at last we are in the way of having the Customs House and Examining Warehouse in a business centre. This was promised by the Comptroller when he visited Winnipeg, subject only to one proviso, that there was nothing in their agreement with the Hudson Bay Company, when the present site was granted, to prevent the transfer. A further result of the Comptroller's visit is that a room for the examination and storage of postal packages is now being prepared in the Post Office. This will be a matter of great convenience to the public and will save much delay. At the meeting with the Comptroller, while all present expressed their satisfaction with the Collector in his dealings with the public, there were many annoyances arising from regulations pointed out to the Minister, which he promised to remedy, and is, I believe, doing so.

You will see by the report that no less than three visits were paid us in 1894 in connection with trade with Australia. First by Hon. Mr. Reid, second by the Intercolonial Conference delegates, and third by Mr. Larke, the Canadian Commissioner to Australia. While there seems no present opening for trade between Manitoba and these Colonies in the South Seas, still there is a considerable and growing trade with other points of the Dominion, and whatever benefits the Dominion as a whole, interests and should gratify every Province. The banquet to the delegates was a most successful one. The speeches made by them were interesting and instructive, and all breathed a strong feeling of loyalty and kinmanship, and a desire to foster trade and friendship within the Empire. Speaking for myself, I applaud every effort in this direction. While anxious to see the growth of trade between us and our Southern neighbors, I am more anxious to see its development within the Empire, and will joyfully hail any legislation that may bring this about.

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Probably the most important matter that the Council has dealt with this year is the Freight Rates Commission. The short reference in the report does not begin to give you any idea of the work done by the committee your Council appointed. Their report was able and exhaustive and deserving of your very hearty thanks. The Commission is still at work, and I presume, after the evidence of parties here is taken, the railway company will present its case. What the result of the Commission will be it is impossible to surmise. I will only say that I trust it will be some re-arrangement of the rates that will give relief to our farmers and lumbermen, without crippling the railway company.

I have dealt with all the important matters mentioned in the report, and will only add a few general remarks. I would draw your attention first to a gratifying peculiarity of the grain trade this year. In former years it took four or five months to handle, and ship and get returns, from the grain. This year the work was done in about two. This arose in part from the early harvest, but largely from banking, handling and railway facilities being so much improved. So quickly was our grain moved this year that before the Ontario millers, who are always buyers, appreciated the situation, there was little left for them to buy, and they have been making futile efforts to re-import from Buffalo, where there is a large quantity of Manitoba grain now under winter storage. The bulk of our wheat was shipped via Buffalo this year, there not having been sufficient Canadian bottoms available for this trade. Eastern Canada, and especially Montreal, must waken up, or they will lose the transportation of our grain.

Permit me to suggest that there are many pressing matters, not touched on in the report, that the new Council might take up. First, the waterworks and the sanitary condition of the city. We have had woeful evidence of our sad sanitary condition during the last year, and it cannot improve until we have a complete water system. This matter is vital for both health and fire protection, and requires immed-

iate and active attention. Nothing further has been done in the matter of the St. Andrew's locks, nor in the fast Atlantic steamship service, both of which were impressed upon the Dominion Government by the Board of 1893. Then there is the question of the settlement of vacant lands near Winnipeg. Many plans have been proposed but no progress seems to be made—and yet nothing would tend to the benefit of Winnipeg more than the settlement of the vacant lands surrounding it. Another matter which has taken up the attention of former Councils and been pressed on the City Council, is a system which will compel those intending to erect buildings of any kind to take out permits from the City. This will not only be a safeguard as to the class of buildings, but will supply reliable statistics as to the value of the City's progress. Still another matter to be dealt with is the action of the fire insurance companies in levying a tax on insurers to cover the license fee they pay to the Local Government. All these matters I commend to the attention of the new Council.

And now a few words as to the general outlook in the Province. The depression referred to in my predecessor's address still continues, but it is not due to anything inherent in the Province. It is world wide. Low as prices are here, some of our neighbors are much worse off. Nebraska has appealed to other States for aid to keep its people from starvation. Wheat is lower in Chicago to-day than it has ever been. The prices our farmers have obtained for all their products have been very disappointing, very discouraging; but depression, low prices and hard times are not an unmitigated evil. They teach reduction of expenses and curtailment of credit. The farmers and merchants of Manitoba have met the depression courageously, have accepted their lesson, and will come out all right. After all, looking to the future, what have we to fear if we are only prudent. On every hand there are signs of our progress, and that capitalists have faith in our future. New elevators are to be built this year, thirteen by two companies alone, besides what others may do. The volume of our grain products is yearly

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increasing. In 1894, according to the Government bulletins, we grew 17,000,000 bushels of wheat alone. Our cattle trade is increasing enormously, and now that shipping is systemized, train loads are being collected and shipped direct to Europe. Our fish trade from our own inland waters show a gratifying increase—in 1889 the value of the fish caught is estimated at \$180,000, in 1893 at \$283,000. We are now manufacturing, to a large extent, our own hams and bacon. New markets are opening out for our own dairy products. Winnipeg comes fourth among the cities in the matter of bank clearings, and fourth I believe in postal matters. Then again there are very gratifying features connected with immigration. Although from the Eastern provinces, and from across the ocean, there has been a falling off, another and a growing source has been opened to us. We are steadily gaining immigrants from the United States; 25 per cent. of last year's Canadian Pacific land sales were to Americans, and within the last two weeks their Land Commissioner, Mr. L. A. Hamilton, has received 250 letters from heads of families scattered throughout the union. And what is better, most of these immigrants bring money and live stock and chattels with them; and what is better still, a great number of them are Canadians who have lived for years in the States and are coming under the old flag again and back to their old friends. The Dominion Land office gives equally gratifying information as to this immigration. Last, but far from least, there are rumors that the Hudson Bay railway is about to be built to the Saskatchewan river, affording work for hundreds, and bringing us three hundred miles nearer to the great northern outlet to the ocean. All this is enough to cause us not to despair, but to hope, in spite of the present depression, and with faith in our future to put our shoulders to the wheel and work steadily towards its development.

Before closing allow me to thank the Council for their kindness to me during the year, the Secretary for his unceasing and valuable assistance to me, and yourselves for the honor you did me in electing me your president."

W. B. SCARTH, PRESIDENT.

REPORT OF THE COUNCIL.

WINNIPEG, 5TH FEBRUARY, 1895.

To the Members Winnipeg Board of Trade,

GENTLEMEN :—

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

COUNCIL CHANGES.

In March Mr. J. H. Housser, who had for a number of years been an active and most valued member of your Council, removed from the city, and in consequence resigned his office. Under the by-laws, the Council unanimously elected Mr. A. B. Bethune to fill the vacancy.

DEEP WATER NAVIGATION.

An invitation was received last June, from the Council of the City of Toronto, for this Board to send delegates to a Deep Waterway's Convention, to be held in that city. This Council did not succeed in finding any member of the Board who could make it convenient to attend the conference. From newspaper reports your Council learned that many conflicting opinions were advanced, and some resolutions of a general character passed, but no practical results followed beyond the interesting of a large number of persons in Canada and the United States, in this important project.

WESTERN GRAIN STANDARDS BOARD.

On the recommendation of the General Grain Committee of the Board, the names of certain members of the Board were submitted

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to the Department of Inland Revenue, as delegates to the Grain Standards Meeting, which was held in Winnipeg, on the 18th September last. Two members of this Board were gazetted as its representatives, and assisted in selecting standard samples, which were made as similar as possible to those chosen in 1893. The standard samples so chosen have proved very satisfactory. It may here be mentioned that not a single case of appeal has been made from the inspection of Mr. David Horn, Inspector of the Winnipeg Division, of the 1894 crop, though, up to the 31st December, 1894, 3,573,050 bushels had been inspected by him and certificates issued therefor.

CITY SCAVENGER SERVICE.

Some discussion having taken place in the City Council concerning the best system to adopt to gather the yard and house refuse throughout the city, in September your Council unanimously adopted the following resolution, and forwarded a copy to the City Council :—

Resolved : "That recognizing the efficiency of the scavenging system prevailing during the past year, and that the service given has been much better than that rendered under the contract system, this Board urge upon the City Council to continue the present system, and not to revert to the contract system."

Your Council are pleased to report that no change was made.

PRESENT OF AUSTRALIAN VIEWS.

The Hon. F. B. Sutton, of Sydney, N.S.W., after his visit to Winnipeg, presented to the Board a collection of large and beautiful views of New South Wales, suitably mounted and handsomely framed. The Council, in the name of the Board, forwarded an acknowledgement of the gift.

FOREIGN CUSTOMS TARIFFS.

The Board is now in receipt of the many foreign customs tariffs distributed by the Department of Customs at Ottawa to date, and will receive all issues in the future. These tariffs

are filed in the office for the use of members, and the general public have been invited to consult them.

IMPERIAL INSTITUTE.

The Council having received a request from the Imperial Institute, London, for statistical and other information, duly forwarded the same, and arranged that commercial news should be forwarded regularly. At the request of the Council, the proprietor of the Winnipeg "Commercial," has kindly placed the Institute on his regular exchange list.

GRAIN EXHIBIT FOR HAMBURG.

Some correspondence took place with the Montreal General Agent of the Hamburg American Packet Co., regarding the advisability, in the interests of Manitoba, of there being a Manitoba produce exhibit placed in the rooms of the Hamburg Exchange. At the request of the Council, the Hon. Mr. Greenway consented to supply the material required in Hamburg, and share with the Transportation Companies in the slight cost of installing it.

PROVINCIAL LEGISLATION.

The Council immediately after the last Annual Meeting, interviewed the Law Amendments Committee of the Manitoba Legislature, and recommended that certain changes be made in the bills then before the House, intitled: "An Act to Amend "An Act Prohibiting the Registration of Lien Notes, Hire Receipts and Orders for Chattels in Registry and Land Titles Offices," and An Act to Amend "The Executions Act." The suggestions of the Council were, to some extent, incorporated in the changes made in the bills by the Law Amendments Committee.

SOUTH EASTERN RAILWAY.

On the 24th February the Council, at the request of many citizens, called a public meeting in the Board's Room, to allow the promoters of the South Eastern Railway Co. to submit for consideration a proposal they had made to the Provincial

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Government, involving a bonus to the road on certain terms and conditions. A largely attended meeting was held and after a full discussion, it was resolved :—

“That the City Council and commercial bodies represented at this meeting attend and interview the Provincial Government at 11 a.m. on Monday, the 26th February, at the Parliament Buildings, and urge assistance towards the construction of a railroad to the Lake of the Woods, and these bodies and associations wish to extend an invitation to all citizens of the Province, who may desire to accompany them, to the said interview.”

A committee of representatives of the City Council, Board of Trade, Jobbers Union and the citizens generally was appointed to arrange for the meeting with the members of the Government, and to confer as to the details presented by the promoters of the railroad.

A very large and representative gathering met the members of the Government, and the Premier promised to carefully consider the proposition submitted.

The Government afterwards sent out men to examine the lands along the projected line as to their value for farming purposes, and for the timber and wood upon them. The Government have since, at numerous conferences with the promoters and the committee, held that the report of their land and timber examiners will not sustain the contentions of the promoters as to value for a security, and that the proposed line would not afford any assurance of a reduction of freight rates between Manitoba and Lake Superior. As the matter now stands the Government have declined to grant aid on the terms proposed by the promoters of the railroad.

DOMINION INSOLVENT ACT.

Shortly after the annual meeting of last year your Council received from the Hon. the Finance Minister, copies of a draft of a proposed Insolvency Bill. The voluminous character of the Bill required the close and prolonged attention of a large Com-

mittee, who, after considerable work, laid before the Council a number of suggestions as to changes necessary to be made before the Act would be fairly workable in Manitoba. While the general features of the proposed Bill were commended by the Committee, details that would probably be workable in Ontario and Quebec, would, on account of the great area included in County Court jurisdictions in Manitoba, involve great expense and hardship in this Province. At several meetings held, the Hon. Joseph Martin, M. P., conferred with the Committee as to details of the proposed Bill, and afterwards from Ottawa kept the Council informed as to the likelihood of the Bill being introduced and passed through the House and Senate. Nothing, however, was done during the session, and the situation remains unchanged. Correspondence was opened with the leading Boards of Trade and their views on the subject matter of the proposed Bill ascertained. The correspondence proves that, while anxious for Insolvency Legislation, the members of the Boards differ considerably as to the details of the measure drafted.

FREIGHT RATES.

Taking advantage of the presence in Winnipeg of Sir W. C. Van Horne, President of the Canadian Pacific Railway Company, early in May last, the Committee on Freight Rates had an interview with him and strongly urged that the grain rates, both local and through, should be reduced. After a lengthy discussion of all the interests involved, Sir William announced that the matter of a reduction in grain freight rates had been fully considered by the directors of the Canadian Pacific Railway Company, and their decision was that no reduction could be made.

The Dominion Government, in answer to petitions from Manitoba, appointed a Commission from the Department of Railways and Canals, to sit at points in Manitoba and the Northwest Territories and receive evidence, presented by the Provincial and Territorial Governments, and associations or individuals, regarding freight rates charged by the Canadian Pacific Rail-

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way Company. Considerable time elapsed before the Commissioners were appointed, and it was not until November that their names were made public. The Commissioners arrived in Winnipeg without any public notice having been given that they were coming, and consequently, persons who desired to appear before them were not prepared immediately to submit their evidence. The Board, co-operating with the Provincial Government, arranged with the Commissioners, at the first formal meeting held, that they should return to Winnipeg at a subsequent date to receive the statements desired to be given by the Government and this Board. After visiting several provincial towns and villages, where, in cases, very short notice was given the residents of their intended settings, the Commissioners returned to Winnipeg on the 13th December, and Mr. J. H. Ashdown, Chairman of your Committee appointed to look after this matter, presented a full statement of the views of the Board, accompanied by an extensive series of tables of freight rates comparisons, percentage exhibits, and comments thereon, showing clearly that the Canadian Pacific Railway rates on this Western Division are largely in excess of those prevailing on their Eastern Divisions and other roads.

COMMISSIONER TO AUSTRALIA.

The Hon. Mackenzie Bowell, Minister of Trade and Commerce, having telegraphed asking that the Board would give Mr. J. S. Larke, Canadian Commissioner to Australia, an opportunity of addressing them, a general meeting was called for the 5th December, when Mr. Larke explained the object of his mission to Australia and consulted with those present on prospective trade between Canada and the Australian Colonies. The conclusion arrived at was that at present no trade, of consequence, could be carried on between Manitoba and Australia.

CANADIAN WINTER PORTS.

The Board of Trade at St. John asked the co-operation of this body in endeavoring to have Canadian winter traffic to Europe pass through Canadian seaports. Your Council assured

the St. John Board that they would be glad to co-operate in taking any action that would have the effect of reducing transportation rates whether by sea or land.

CUSTOMS MATTERS.

The Hon. N. Clark Wallace, Comptroller of Customs, met your Council on the 4th December for the consideration of a number of matters connected with Customs regulations at this port, which the Council laid before him in detail, with the result that the Comptroller promised to arrange if possible that the Customs offices should be moved from the present inconvenient situation to the Post Office building. He stated that he had considered the representations before made by your Council regarding this matter, and had almost completed arrangements whereby the Land Commissioner's staff might be removed to the present Customs offices and their rooms utilized by the Customs Department.

The matter of the detention of a foreign consignment by the officers until any packages selected by the Appraiser were returned to the railroad warehouse, was submitted to the Comptroller, and he assured the Council that he would at once give instructions to immediately deliver the balance of a consignment when the Appraiser had chosen such packages as he required for examination.

The inconvenience and delay experienced by importers in having their postal packages removed from the Post Office to the distant offices at the Customs House, was represented to the Hon. Mr. Wallace, and he agreed to place an officer in a convenient place in the Post Office building to deliver packages direct to importers on the postal entry being made thereof.

Some minor details regarding Customs regulations at this port were also satisfactorily arranged.

DUTY ON DAIRY MACHINERY.

Representations having been made to your Council that the duty imposed on most dairy utensils and machinery was at the

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rate of $27\frac{1}{2}$ per cent, while the rate levied on other agricultural machinery, such as mowers and reapers, etc., was 20 per cent., and that it would be of great benefit to the dairy farmers of Manitoba if the duty on their machinery was reduced, the matter was brought to the attention of the Customs Department and a request made that a change in the rate of duty be made. The matter is now under consideration.

IMPROVED POSTAL FACILITIES.

A large number of petitions signed by many persons resident along the lines of the Northern Pacific Railway in Manitoba, were forwarded to the Board with a request that the prayer of the petitions, for improved postal service between points in the United States and points along the lines of the Northern Pacific Railway, should be endorsed by the Board and the matter urged on the attention of the Postmaster-General. After consideration your Council acceded to the request and the Postmaster-General was communicated with and replied that he is giving the subject attention.

RECEPTION TO GENERAL BOOTH.

The Council appointed Mr. J. H. Ashdown as a representative of the Board, to act with others from public bodies in the city, in welcoming General Booth, of the Salvation Army, on his visit to Winnipeg last month.

The General, at a meeting, explained, in detail, his scheme for establishing settlements or colonies in Canada, and elsewhere, and peopling them from the crowded centres in England.

LORD BRASSEY'S VISIT.

On the 25th September Lord Brassey delivered a very interesting address to a general meeting of the Board on the subjects of "Colonization Schemes" and "Improved Ocean Mail Service."

ELECTION OF BOARDS OF EXAMINERS.

At the regular General meeting of the Board in July last the following Boards of Examiners, provided for in the General In-

spection Act, were duly elected to hold office until July of this year :

GRAIN EXAMINERS.

Messrs. S. A. McGaw, J. A. Mitchell, S. Nairn, S. Spink and D. G. McBean.

FLOUR AND MEAL EXAMINERS.

Messrs. Stephen Nairn, R. Muir, F. W. Thompson, C. H. Steele and S. Spink.

HIDE AND LEATHER EXAMINERS.

Messrs. E. F. Hatchings, P. Gallagher, J. Redmond, N. Bawlf and F. Ossenbrugge.

GENERAL MATTERS.

The general correspondence of the Board for the year covered a wide range of subjects such as: Customs and railroad tariffs, Exhibits of Manitoba products in different places, Prospects of starting industries in Winnipeg, Statistics on many matters connected with Manitoba and Winnipeg, Analysis of Manitoba grain, Red River improvement, Formation of Boards of Trade, Grain Standards, the Manitoba elevator system, Flax culture, Lands adjacent to Winnipeg, etc.

VISIT OF THE HON. R. REID.

In May the Council extended an invitation to the members of the Board and the public generally to attend a meeting in the C. P. R. station rooms, kindly placed at our disposal by Mr. Robert Kerr, on the occasion of the visit to Winnipeg of the Hon. R. Reid, Minister of Defence, of Victoria, Australia. The hon. gentleman addressed a large gathering on the subject of trade between Canada and the Australian Colonies and much interest was manifested in the points advanced by him.

BANQUET TO VISITING STATESMEN.

On the 23rd June a banquet was tendered to the Australian delegates to the Colonial Conference held at Ottawa, who paid

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Winnipeg a visit at that date. The guests comprised Sir Henry Wrixon, Hon. Simon Frazer, Hon. Mr. Fitzgerald, of Victoria; Hon. F. B. Suttör, New South Wales; Hon. A. J. Thynne, Queensland; and Mr. Lee Smith, New Zealand. A large gathering assembled around the tables in the Manitoba and after dinner the President, on behalf of the Board, warmly welcomed the visitors, who, in reply, made interesting and eloquent speeches.

W. B. SCARTH, PRESIDENT.

CHAS. N. BELL, SECRETARY.

Treasurer's Statement.

FOR YEAR ENDING 31st DECEMBER, 1894.

RECEIPTS.

To balance from last year.....	\$ 559 67
“ entrance fees and subscriptions.....	1165 00
“ interest.....	9 04
	\$1733 71

DISBURSEMENTS.

By Secretary's salary	\$ 900 00
“ printing	56 95
“ rent (share)	100 00
“ postage and notices of meetings	34 00
“ legal services	25 00
“ telephone (share)	15 00
“ stationery and bookbinding	14 85
“ telegrams and petty accounts	40 78
	\$1186 58
Balance in Bank.....	\$547 13

ANDREW STRANG, *Treasurer.*

Audited and found correct,

S. A. MCGAW, /
T. A. ANDERSON, } *Auditors.*

No Liabilities.

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	1893
Class.	Grade.	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.	Cars.
Extra Hard	.....			77				
Hard	No. 1	548	668	1824		424	984	4254
"	No. 2	657	773	990	1576	2688	4387	1701
"	No. 3		485		2625	2249	1781	290
Northern	No. 1	2352		59	1425	146	819	307
"	No. 2	1090		387		581	482	51
"	No. 3	76		35	338	48	106	
1 Regular	.....					2495		
2 "	.....					2098		
3 "	.....					548		
White Fife	.....			29			167	86
Spring No. 1	.....	240						16
"	No. 2	104	2					
No Grade	.....	441	56		680	701	900	164
Rejected	.....	484	346	162	320	1169	1265	502
Commercial Grades	.....		1112	338	8276	285	980	20
Total Cars	.....	5937	9487	3895	10200	13372	11121	7391

WHEAT—Equal to (bus.) 3,878,550; 2,234,050; 2,207,400; 6,630,000; 8,691,800; 7,228,500; 4,811,300.

NOTE.—Return for six months ending 31st December, 1894 shows 3,573,050 bushels, already inspected of the crop of 1894.

The crop of 1893 amounted to 12,000,000 bushels. Of this total 2,500,000 bus. were retained for seed and food; 4,811,300 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)	12,000,000 "
" (1894) Estimated	15,000,000 "

GRAIN STORAGE CAPACITY.

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

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

 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.....	\$ 859,615.....	\$467,213
1887.....	2,011,183.....	885,041.....	508,848
1888.....	1,750,048.....	1,304,800.....	457,354
1889.....	2,207,314.....	682,605.....	549,458
1890.....	2,555,235.....	988,384.....	649,027
1891.....	2,796,805.....	1,612,124.....	920,395
1892.....	3,038,443.....	2,078,339.....	775,924
1893.....	2,652,488.....	1,211,078.....	693,293
1894.....	2,353,768.....	1,864,964.....	602,465

On account of the most of the produce, etc., imported into or exported from this province, being carried from and to the sea-board 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.

 BANK CLEARINGS IN CANADA.

The following are the totals of the clearing houses in Canada for the year ending 31st December, 1894.

Montreal.....	\$ 546,600,000
Toronto.....	279,270,739
Halifax.....	58,778,698
Winnipeg.....	50,540,648
Hamilton.....	34,307,856

 \$ 969,497,941

The Winnipeg clearings are exclusive of the Bank of British North America, who are not members of the Association.

BOARD OF TRADE EVIDENCE, BEFORE FREIGHT RATES COMMISSION.

The following evidence on behalf of the Board of Trade was given before the Departmental Commission by J. H. Ashdown December 13th, 1894. The whole was accompanied by Tables of Rates which had been carefully prepared by the Secretary and are now to be found on file in his office.

From early times the vicinity of the junction of the Assiniboine and Red Rivers was recognized and used as a distributing centre for goods for the entire country between here and the Rocky Mountains on the West, and the boundary to the South. It was natural, therefore, that so soon as the settlers began to come into the country that its interests as a distributing centre should be enlarged, and they have been, and it has continued to hold its position in that respect throughout, and we have had the statement of the C. P. R. officials continually, that 90% of the merchandise coming into this country is distributed from this point. Whether these figures are correct or not, certainly the main business of the country has been done from here, and consequently anything that affected the prosperity of our city or any section of the country where goods were so distributed was a matter of great interest to us; and it was but natural under these circumstances, having interests so diverse and so different from those of other points that a Board of Trade should come into existence, and we find that Board early took a strong interest in regard to the question of freight rates, and on July 20th, 1892, they memorialized the

Government on the subject in view of the opening of the Canadian Pacific Railway, claiming at the time that rates were exorbitant as compared with other points. They also interviewed the railway authorities, and about the same time obtained from Mr. Van Horne a statement of what the policy of the Canadian Pacific Railway was intended to be, viz: to "carry fuel at cost, because, as he said, the settlers on these great plains would require it;" to "carry settlers' building material at about cost" and to "carry out the settlers' grain at a mere shade over cost," adding, "And then, gentlemen, you may expect to pay a fair figure on your merchandise." The Board was satisfied with this policy and had it been carried out they believe that the result would have been extremely beneficial both to the Company and the country; but such not having been the case, the rates charged for grain and outgoing produce being placed at a high figure and continued so, and that for merchandize both into and through the country being on a similar plane they have not failed to express their dissatisfaction and when on the complaint of the Patrons of Industry and representations made in Parliament the Government saw fit to appoint the present Commission the Board of Trade felt it their duty to prepare and lay before you a statement of the points wherein they believe injustice to be done.

The question of outgoing produce having been taken up by other bodies the Board do not feel called upon to deal as exhaustively with the question of rates on them as had been intended, but will confine their labors largely to the question of merchandise, building material and other lines, and propose to commence by calling your attention to the rates which have prevailed and those which now prevail on goods and merchandize coming into this country.

First: The rates in force from the boundary line to this point, and would call your attention to the fact that in the beginning of railroad traffic, and at the time when the Board of Trade first appear on record as taking exception to the rates, they stood at:

EXHIBIT A.

1st Class.	2nd Class.	3rd Class.	4th Class.
.25.	.21.	.18.	.13.

In March 1883 they were raised to :

1st Class.	2nd Class.	3rd Class.	4th Class.
.43.	.36.	.29.	.22.

At present they are :

1st Class.	2nd Class.	3rd Class.	4th Class.
.44.	.37.	.30.	.24.

or an advance of 80% over those first established in 1881, thus showing that so far as that point at least is concerned the evils complained of have not been remedied but aggravated.

These classes covered all ordinary merchandise, there being no 5th class at that time on the ordinary tariff sheet.

Second : Rates from Port Arthur, Duluth, St. Paul and Minneapolis (common points). Let me explain that Port Arthur, Duluth, St. Paul and Minneapolis have always been considered common points.

Rates established October 1st, 1883, were :

1st Class.	2nd Class.	3rd Class.	4th Class.
\$1.35.	\$1.13.	.91.	70.

On May the 15th, 1885, they were reduced to :

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
\$1.07.	.86.	.69.	.62.	.47.

In September, 1885, they were increased to :

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
\$1.33.	\$1.12.	.90.	.69.	.63.

In 1888 they were :

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
\$1.16.	.98.	.80.	.66.	.57.

On the 1st of May, 1890, they were reduced to :

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
.92.	.79.	.65.	.56.	.47.

And at these figures they now stand.

Thus while by the settlement of the country the amount of tonnage has greatly increased, the rates since 1885 have been reduced in the first three classes only; increased in the fourth and remained the same in the fifth, practically little, if any, reduction on the whole.

Lake and rail from Montreal, Toronto and Hamilton rates, June 8th, 1884, were :

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
\$1.50.	\$1.20.	.90.	.74.	.70.

They were raised soon after, and again in 1887, and to-day stand thus :

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
\$1.44½.	\$1.24½.	\$1.04½.	.88½.	.73.

Showing a considerable advance in every class except the first, over rates established in June, 1884.

All rail rates from Montreal, Toronto and Hamilton, in force 23rd May, 1884, via Chicago and Rock Island :

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.	10th Class.
\$1.77.	\$1.42.	\$1.06.	.83½.	.78½.	.58.

All rail rates from Montreal, Toronto and Hamilton, in force 9th July, 1884, over the C. P. R. :

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.	10th Class.
\$1.92.	\$1.57.	\$1.26.	.95½.	.85½.	.62½.

In the immediately foregoing I have taken the 10th class which was not done before.

They have fluctuated somewhat since but now stand at :

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.	10th Class.
\$2.09½.	\$1.77½.	\$1.40½.	\$1.08½.	.89.	.67.

Thus showing an advance over the rates which were in force prior to the establishment of the route via C. P. R. of:

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
.32.	.35.	.34.	.24½.	.10½.

And on the rates established by the C. P. R.:

1st Class.	2nd Class.	3rd Class.	4th Class.	5th Class.
.17.	.20.	.14.	.13½.	.03½.

Or a very material increase in each case.

It is well here to state that in the case of lake and rail the rates on the 5th class during the years 1891 to 1893, in consequence of competition of outside boats on Lake Superior, varied from the rate as shown by the tariffs quoted going down to as low as 62c. in the first mentioned year, always being raised so soon as the competition was got out of the road.

Also that the rates all-rail on some few commodities bearing a low classification, were reduced where the consignee knew of a lower rate given by the Chicago roads, which necessitated the C. P. R. doing such to get the freight.

Before closing this branch, which is incidental to the main question, let me reiterate that the rates from the boundary line to Winnipeg have been materially increased since the C. P. R. took hold.

The rates from Port Arthur have been reduced but little since 1885.

The rates from Montreal, Toronto and Hamilton, lake and rail, have been increased.

And rates from those points, all rail, have been very materially increased.

EXHIBIT B.—On taking up the question of excessive rates on merchandise on the Western Division of the C. P. R., I propose to submit first a mileage table, that is, a table of rates which applies from and to points outside of Winnipeg, the latter being the only point from the Red River to the Mountains

which has a regular tariff to points west; and to compare the rates so charged with those in force in Dakota and Minnesota.

We were unable to find mileage tariffs existing between points in the East. There may be and no doubt there are such tariffs but we have been unable to find them.

As you will readily understand it has involved a very large amount of labor in getting together these different tariffs and comparing them. The Secretary of the Board has been employed upon them and I will submit to you the utmost that we have been able to find and work out during the time we have had at our command.

In comparing the rates charged under this tariff with those in force in Dakota, especially, I would not for a moment admit that the latter rate would be at all satisfactory to this country, It is not satisfactory to their own people, and at the coming session of the Legislature it is expected that relief in that direction will be obtained.

My main comparison must be with the rates of the C. P. R. Eastern Division, but it is interesting to take the rates of Minnesota and Dakota as showing how, even in comparison with them, we are overcharged.

By the table submitted it will be seen that there is little difference for the first 20 miles. The comparison I make is for ten points, commencing at 50 and ending at 600 miles, and the charges made on the Western Division of the C. P. R. on the whole, is an average advance of $17\frac{1}{2}$ per cent. upon this charge in Dakota ranging from 10 per cent. at 50 miles, 30 per cent. at 100 miles, back and forth, making an average as above stated.

Taking the same number of points between the same distances they are an addition of 35% over those in force in Minnesota, ranging from 20% on a haul of 50 miles back and forth; 38% on 400 miles; 40% on 500 and 50% on 600 miles; the greatest per centage of the difference being on the longest haul.

It will be observed that in this comparison I have referred to the first four classes, which carry everything almost in the merchandise line; there is comparatively little moved in car loads.

It will be observed also that I have filed no tariffs. I understand that the Commission is fully supplied with them, and by my giving the reference number they will doubtless be able to refer to them.

EXHIBIT C.—Table of rates from Winnipeg and from south (St Paul) and east points respectively.

In comparing with 8 Minnesota points commencing at 28 and going up to 110 miles we pay an average of 30% advance on their rates.

On 14 points up to a distance of 210 miles the average is 30% advance.

On 17 points up to a distance of 300 miles, it is somewhat less, but in every case our rate is a considerable advance on their's.

Taking 8 eastern points, commencing at 21 miles and running up to 100 we pay an advance on the eastern Canadian rate of 49%.

On 7 points between 1 and 200 miles we pay an advance of 55%.

On three points between 300 and 324 miles we pay an advance of 66 and $\frac{2}{3}$ per cent.

In making these calculations I have added the 5 classes together in order to arrive at the average advance.

EXHIBIT D.—With regard to merchandize rates, more particularly in connection with in-coming goods. In considering this I have thought it well to change the plan of comparison, as in the long haul goods are ordinarily brought in car-load lots and the 5th class which is the basing rate, covers more tonnage than 1, 2, 3, 4 classes put together.

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In comparing Fort William to Winnipeg with Chicago to Stratford, we pay an advance of 120% on 1st class goods; 180% on 4th class goods; and 170% on 5th class goods. Or, in other words, we pay from 2 and 1-5 times to 2 and 3-4 times as much for carrying an equal distance.

The same comparative figures are shown in the case of Winnipeg to Calgary as against Chicago to Montreal, and Toronto to Winnipeg as against Chicago to New York. In case, however, it may be contended that for some inscrutable reason east bound freight should be charged less than west bound we may compare Fort William to Winnipeg as against Chicago to St. Paul; and in that case we find that we pay from 53% advance on 1st class to 135% on 5th class, or in other words 1 1-2 times to 2 1-3 times as much for equal distance.

Referring to the rates from New York to Fort William namely 51c. 1st class, 44c. 2nd class, 35c. 3rd class, 25c. 4th class. and 22c. 5th class.

By Lake and Rail goods are brought from New York by rail, then by the C. P. R. to Owen Sound, or a total distance by rail of 758 miles; then transferred to the boat and brought 1000 miles by water for the rate mentioned.

On the C. P. R. by its Lake and Rail route goods are brought from Montreal to Owen Sound, 460 miles by rail, transferred to boat and brought 1000 miles by water for 51c. 44c. 38c. 31c. and 25c. respectively.

Thus it will be seen that those goods coming from New York to Fort William are brought by rail 300 miles longer distance than those going from Montreal and the rate from the latter point being higher than the New York rate can in no manner be said to be too low.

Reverting to the 5th class as an instance; while 25c. is shown to be ample to bring them to Fort William, 47c. is charged for the remaining 424 miles to bring them from that point to Winnipeg, or nearly double the amount for 40% of the distance.

In this connection I might say that there is a difference in the classification between some of the heavy goods, as affecting New York and Canadian shipments; Sugar, for instance, being brought from New York as far as Fort William as 6th class, while from Montreal it comes as 5th class; and the practical effect is that from New York the rate on sugar is 66c. to Winnipeg while from Montreal it is 73c.

Again, from Montreal to St. Paul via Chicago, 1283 miles, the rate is the same as Montreal to Fort William, 998 miles. Thus the charge to Fort William can in no case be said to be too small, and yet for carrying over the remaining 424 miles to Winnipeg the charge on 5th class is as before mentioned 47c. or a considerably greater amount for only 42 1-2% of the distance.

Now, Mr. Chairman, there is one article which is not grown in our country and which has been shown to be a necessity from the fact of it being very extensively used. I allude to apples.

EXHIBIT E.—By reference to this table it will be seen that a comparison with a few points in Minnesota has been made. Commencing with a distance of 61 miles we pay an advance on the Minnesota rates of 20 per cent.; and at a distance of 128 miles 50 per cent.; at 420 miles, Chicago to Minneapolis, 30 per cent. advance, and on the five points named an average of 30 per cent.

As stated before, however, our principal comparisons must be with our own road in the East; and taking it in that way we find that we pay an advance on Eastern rates ranging from 90 per cent. at 67 miles to 125 per cent. at 127 miles; and of 130 per cent. to 155 per cent. at 280 miles.

Our tariff is not by any means uniform. These last are two points at an equal distance. We pay an advance of 120% at a distance of 558 miles, or taking an average of the 9 points named, an advance of 113%, or something over twice and one-eighth times as much for a similar service; and allowing for all that can be said as to points where water competition

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to Montreal is keen there are still such as from Stratford to Montreal 80% advance, and from London to Montreal 101% advance, and the fact of the rates from these points being much on the same basis, as where water competition exists, shows that the tremendous advance on eastern rates is not varied to any extent by the competition spoken of.

EXHIBIT F.—Rates on fire wood, green and dry. There has been some difficulty in comparing rates of this article with other roads, because of the fact that there does not appear to be any generally adopted scale of tables between dry and green wood or between different kinds, some naming wood as poplar, tamarac, etc., whilst others make the distinction between soft and hard, leaving it as a matter of discretion as to what was hard and what was soft, or dry or green. However, the amount of fuel used in this country being so large and it being but natural that this should be taken into consideration in establishing rates, I have thought well to compare with those on the Northern Pacific Railway, and on these rates we pay an advance commencing at 33 and 1-3% at 50 miles; 16 and 2-3% at 200 miles; and an average advance on the five points named of 23% for dry wood and 25% for green. At the six points named there is advance over the G. T. R. of dry 13% and green 40%.

And in connection with this I might call attention to the fact that it is often a hardship for a dealer to leave his wood by the side of the line. He cannot dispose of it there and it is subject to the danger of fire. As a matter of fact a large quantity has been destroyed during the past season between here and White-mouth.

Q. Does the Northern Pacific rate apply to their road in Manitoba?

A. I believe it does. Even did it not apply to Manitoba it would still be an injustice that we should be compelled to pay a higher rate than Minnesota and Dakota.

EXHIBIT G.—A statement of rates on lumber between eastern points on the one hand, and Rat Portage, Selkirk, Winnipeg and western points on the other.

By looking at this table you will note that there is material difference between some of the eastern rates quoted. As, for instance, Wiarton to Stratford 8c.; Muskoka to Hamilton $6\frac{1}{2}$ c.; and in dealing with this subject I have taken the lowest eastern rate named as against the Rat Portage, which is supposed to be the lowest western rate, and in doing so I find that the advance we pay on eastern rates, commencing at 154 miles, is 61%; at 228 miles 45%, 250 miles 60%, 280 miles 90%, or an average advance on eastern rates of 65%. That the rates from Selkirk are an advance on the higher eastern rates named at 65 miles of 50%; at 240 miles 95%; at 280 miles 105%; or making an average of the 5 points named of 73½%.

Q. Why not carry the mileage further over a greater distance?

A. We have done the best with the time and the tariffs at our disposal.

Q. Do not the tariffs give more information?

A. Yes. The reason given by the Secretary is that this is as long a distance as he could compare with Ontario rates, on account of these rates entering into another lumber district.

That the rates from Winnipeg are an advance over the highest eastern rates at 40 miles at 46%; at 100 miles 62½%; at 223 miles 90%; making an average at the three points named of 66%, or in other words two-thirds more than the eastern rate.

I would call attention particularly to this table as there has lately been a reduction in our rates; also because of its being required so much in the opening up of a new country and consequently the statement of Mr. Van Horne that it would be carried at about cost.

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EXHIBIT H.—I hand in a statement of stone, sand and brick rates. In submitting this I will again compare our rates with the Northern Pacific and call attention to the advance at a distance of 20 miles on their rates of 33 1-3%; at a distance of 50 miles of 75%; at a distance of 100 miles of 90%.

On 14 points up to 200 miles there has been a average advance of 70% on the Northern Pacific rates.

Q. Does that apply to the Northern Pacific south of the line or in Manitoba?

A. The Secretary says that this does not apply to the Manitoba branch of the Northern Pacific, although on the face of the tariff (the last one quoted in connection with firewood) and operating lines. This one only says Northern Pacific Railway Special Tariff; it would look as if it applied to the Manitoba branch also. But whether it does or not the same thing is true that we have no right to pay a higher figure than on the Northern Pacific, even in Dakota.

That the average on the 14 points up to 200 miles 60% higher than the Chicago, Milwaukee and St. Paul on stone and sand, and 34% on brick and the rates are found in their operation to be so burdensome as to cause hauling by teams of a considerable portion of the stone used in this city.

EXHIBIT I.—A comparative statement of local freight rates on horses and cattle in car loads between the places named.

In this case the comparison will be seen to be entirely with eastern points, and the advance we pay on eastern rates is as follows: At 67 miles 55%; 125 miles 73%; 333 miles 35%, or an average on the 6 points of 53% over the eastern rates.

You will notice that the table is intended to apply to points in this country as compared with points in the east, the object being to show that on horses and cattle consumed or used in Winnipeg or any other points within the country, the charge is very greatly in excess of the charge in the east for a similar service and similar distance.

Q. You do not expect that the rate should be as low as in the east?

A. We expect that it should be but little in excess of the eastern rates on account of our dry climate, small snow fall and lessened cost of maintaining the road-bed, which I believe to be much below that in the east. The rate of wages I believe to be a little in excess of the east, but take it on an average and I doubt that the cost of operating in the west is greater than in the east.

Q. Are you including coal in this statement?

A. Yes, because coal is got at several points on the line commencing at Port Arthur and extending as far as Canmore and Lethbridge.

Q. Isn't there a long distance between these points?

A. Yes, between Lethbridge and Port Arthur, but after all the cost of fuel is only one item and I think very largely balanced by the lower cost and maintenance of the road-bed.

Q. If this comparison of local rates were carried over a distance of a thousand miles, have you any idea what the result would be?

A. No; you spoke of that this morning in connection with apples. If you will consider the case of apples; we gave a comparison with Windsor to Montreal, the longest haul we can find in the eastern provinces, 558 miles, and the same thing is true of these tables. After they go a certain distance they must be assumed to be through rates; again there is in many instances no rate quoted from Montreal, for instance, to any further point than Windsor. There is no rate quoted to a point on North Bay that we could reasonably compare with.

EXHIBIT K.—Comparative statement of rates on eggs, butter, cheese and poultry.

This will be found to be local, and I want to deal particularly with it because it has been very much the fashion for merchants, railway authorities and even up to Ministers of the Crown to advise people to go in for mixed farming; and I

want to see what encouragement there is for so doing. Our table on horses and cattle has shown what has been done with them in this direction.

On comparing rates on eggs we find an advance over the eastern rates on 42 miles of 53%.

76 miles.....	62 per cent.
105 miles.....	70 per cent.
150 miles.....	85 per cent.
210 miles.....	115 per cent.
324 miles.....	109 per cent.

Being an average advance over eastern rates of 82%. I have carried this table to the extent I have in order to show the almost continuous advance from 42 miles up to 324 miles, showing that the much talked of benefit of the long haul has not been had at least in this case.

On poultry we pay an advance on eastern rates as follows :

43 miles.....	55 per cent.
77 miles.....	67 per cent.
105 miles.....	77 per cent.
150 miles.....	89 per cent.
210 miles.....	123 per cent.
324 miles.....	120 per cent.

Being an average of 88½% over eastern rates.

On butter we pay as follows :

On 43 miles an advance over eastern rates of 53%					
" 77 "	"	"	"	"	62%
" 105 "	"	"	"	"	70%
" 150 "	"	"	"	"	61%
" 210 "	"	"	"	"	115%
" 324 "	"	"	"	"	109%

or an average advance on eastern rates of 78%.

Cheese : on this we pay an advance on eastern rates of for

42 miles.....	41 per cent.
77 miles.....	30 per cent.
105 miles.....	57 per cent.
150 miles.....	69 per cent.
210 miles.....	100 per cent.
324 miles.....	95 per cent.

or an average advance over eastern rates of 65%. These are L. C. L. rates.

The average on the 6 points named on eggs in car load lots is 63% over the eastern rates; on poultry 71% over the eastern rates; on butter 71% over the eastern rates; and on cheese 63% over the eastern rate.

Q. Is there a large trade in these articles?

A. Yes and a growing trade; one that should be encouraged in the interests of the country.

Q. Are there many shipments over the long distance?

A. I am informed by Mr. McKenzie, a gentleman present, that 300 miles is the extreme distance west of Winnipeg from which these commodities are shipped. West of that eggs and butter find their way to the Coast. The average haul would probably be 200 miles. If the average haul be 200 miles, the per centage against us will be greater than I have mentioned.

EXHIBIT L.—Local grain rates. In these we will compare with the C. P. R. or Grand Trunk in the east, and the figures stand thus :—

In the east.	Here.
50 miles 6c.	11c. per 100
95 miles 9c.	13 1-2c. per 100.
162 miles 12c.	17c. per 100.
280 miles 14c.	22c. per 100.
332 miles 15c.	25c. per 100.

Thus we pay an excess of 3c. up to 6c. a bushel, or on the ten points named an average of 3.57c. per bushel. There are certain peculiarities about this that I am not sufficiently a rail-

road man to understand ; but it appears to be plain enough that the larger differences appear mainly in the longer hauls, so that we do not find the benefit spoken of in that direction.

Through wheat, grain and flour, including everything except coarse grains which are not exported to the east on account of excessive charges, the rates are, however, placed on a through haul at 4c. less than wheat.

As I before stated I do not intend to go exhaustively into this question, as other bodies will deal with them ; but I cannot conclude my statement without a reference to the subject on account of their very great importance to this country,

Take the rate from Winnipeg to Toronto as against that of Chicago to Portland. It will be seen that the charges are 27c. and 45c respectively, or 10.8c. against us ; that is all rail.

From Oshawa, via the Intercolonial to Halifax as against Winnipeg to Carleton there is a difference of 13 1-2c. a bushel against us. I would call attention particularly to this, as the rate from Oshawa to Halifax is fixed in conjunction with the Government of Canada as owning the last railroad and consequently must be a fair rate, in their opinion, for the service rendered.

Comparing Winnipeg to Toronto as against Sarnia to Fred-ericton, the difference is 11 1-2c. a bushel.

From St. Paul to Montreal as against Winnipeg to Toronto the difference is 6c.

From Boissevain to Montreal as against Minneapolis to New York 7.8c. per bushel.

From Virden to Montreal as against St. Paul to Boston, Chicago or Soo Line is 7 and 1-5c.

Winnipeg to Halifax as against St. Paul to Halifax via Chicago 10 1-2c.

And now let me call your attention to the last item mentioned, namely, from Calgary to Port Arthur. This is a purely ornamental rate, useful only to talk about as no grain is handled from the Calgary district to the east.

In comparing Lake and Rail routes I have tried to do so as between our own road and the Soo Line which is supposed to be owned largely by the shareholders of the C. P. R. and is certainly an allied corporation.

I give the summer rates on wheat, and flour but I must explain that I have no tariffs to show although I give the dates of such tariffs and I know of their existence. I cannot produce them as they have been too carefully guarded.

7th April, 1894, via Spo, lake and rail, Minneapolis to New York, 25c. per 100.

8th May, 17½c. per 100.

7th June, 20c. per 100.

18th June, 22½c. per 100.

As compared with the foregoing the rate from Winnipeg has been a varying one, except to Fort William.

From Fort William to the southward it has been a varying one, and I am informed that the ordinary rate, Winnipeg to New York has been 33¾c. The summer rates from Minneapolis via the Soo, were:

April 7th to Buffalo.....	20c.
May 8th ".....	15c.
June 7th ".....	15c.
June 8th ".....	17½c.

I regret that I have no later figures. From Winnipeg to Buffalo the average rate is given at 22¾c.

Q. Can you give the rate from Winnipeg to Montreal?

A. I am informed that a very small portion of the crop of 1894 went by Montreal. The great bulk of it went by New York and Buffalo.

Mr. Ashdown stated that great difficulty had been experienced in bringing people forward to give evidence. There seemed to be an undefined fear that the C. P. R. would punish

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them for their action. One gentleman had stated that Mr. Shaw was present to see who were here and report to headquarters and he for one could not afford to run the risk.

Mr. Ashdown continued :

I wish to refer back to the rates on merchandise, New York to Fort William.

EXHIBIT D.—You will find the rate there stated as from New York to Fort William 51c., 44c., 35c., 25c., 22c., respectively for the five classes.

The rates from Montreal to Fort William are 51c., 44c., 38c., 31c., 25c., or a difference in favor of New York on the three last classes of 3c., 5c. and 3c., respectively.

The haul from New York is by rail 300 miles in excess of that from Montreal, and yet this difference is found in favor of New York. As has been stated, grain has largely found its way to the markets of the world by way of Buffalo and New York. It can readily be seen by reference to this that merchandise in the lower classes covering all heavy goods, even where they are not favored in the classification as is the case with sugar, are still by the New York route to the extent of this discrimination, and in consequence Montreal must of necessity cease to a great extent to be the ocean port of this country if that continues.

In dealing with the matter of freight rates I have taken general classes, using tariffs that are in force on the various lines mentioned, giving you the names of the tariffs and the full reference so that my figures can be at any time compared

I have not attempted to magnify in any shape or form the difficulties under which we labor, but I should be failing in my duty as a representative of the Board of Trade if I did not place the matter as clearly and fully as possible before you.

In some of the comparisons made we shall be met with the statement that it is unfair to compare with a place like St. Paul, but if you will for an instant consider that the traffic out

of St. Paul is divided between some eight or ten roads whilst our's is practically confined to the C. P. R., you will see that the comparison is not at all unfair.

Q. Have you gone into the question of the actual cost of transport?

A. No, because I have understood it to be a question very difficult to arrive at, and I think that you will agree with me in saying that railway men do not agree on that subject themselves, and you can find almost as many different opinions as there are railroad managements. But further we have no access whatever to railroad books and are consequently not in a position to deal with this subject.

I have mentioned before the ease with which the road-bed of the C. P. R. is kept clear. We have no snow fall as a rule that interferes with the work of the road from the Red River to the Rocky Mountains.

Q. What is your idea on the traffic? Are you of the opinion that a reduced local freight rate and local passenger rate would have a beneficial effect by increasing the traffic?

A. I think so, decidedly. Also, if Mr. Van Horne had carried out the policy which he declared at the commencement, the prosperity of this country would be vastly in excess of what it is to-day. He said "that the Canadian Pacific Railway Company would carry fuel at cost, would carry settlers' building material at about cost, would carry settlers' grain at a mere shade over cost," and I leave you to judge how far that policy has been carried out. This certainly must have a very great effect. We are a long distance from market; we pay high charges out and in, and are drained at both ends, and it is extremely difficult for the country to keep a fair amount of money in circulation.

THE CHARGE.

Now, in conclusion, the Board of Trade of the City of Winnipeg charge the Canadian Pacific Railway Company with having put in force and continued in the western division, or in other

words in the whole country from Fort William to the Rocky Mountains, a scale of charges on merchandise, building material, fuel and produce, and everything carried by it, both incoming, from point to point within the country and outgoing, altogether too high and out of proportion to those charged for the same service elsewhere in Canada, unless it possibly be in British Columbia.

That the Company owning and operating a road built with the money of Canada and intended to be operated in the interests of the Canadian people, and having only that as a reason for its being, has by its action in the matter of charges grievously injured our people and seriously retarded the progress of the entire west.

That this Board has, time and again, called the attention of that Company to the exorbitancy of these charges and that without effect, and the Board now asks that the Government of Canada, which has by its legislation rendered this state of affairs possible, shall find and put in force a remedy.

And claim that the rates on the western division should be but little if any, in excess of those charged for the same service on the same line of railway in the eastern provinces.

(Signed),

J. H. ASHDOWN.