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SUPPLEMENT OF

# The Commercial

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WINNIPEG, FEBRUARY, 1892.

## THE COMMERCIAL.

This supplementary number of THE COMMERCIAL will undoubtedly fall into the hands of many persons not regular subscribers, as several thousand copies will be printed for free distribution. Some who chance to receive this number, may wish to know something about the journal. THE COMMERCIAL, as its name implies, is primarily a paper for business men. Its columns are filled with matter pertaining to trade, commerce, manufactures, finance, insurance, market reports, etc. Its particular field is Western Canada. While considerable space is given to general commercial matters, particular attention is given to commercial progress and development in Western Canada.

The regular issue of THE COMMERCIAL (of which this number is a supplement) contains thirty-two pages, the pages being the same size as this supplement. It is printed on a fine quality of paper, and every effort is made to turn out a neat, clean and readable journal. It is published weekly, at Winnipeg, Canada, and will be mailed to any address in Canada, the United States or Great Britain, for \$2 per annum (8s 4d) in advance.

Persons, either at home or abroad, who wish to learn something about the vast region known

as Western Canada, will find THE COMMERCIAL a valuable and interesting paper. Its aim is to give only reliable information about the country. A representative of the paper visits every settled portion of the country at least once a year. The great province of British Columbia is given special attention. A branch editorial and business office is maintained in the city of Vancouver, and an able writer is on the ground there, giving his whole attention to that province. Thus THE COMMERCIAL is kept in touch with all parts of the country, and in this way the journal has earned an enviable reputation for reliable information concerning Western Canada. This paper has long been looked upon as an authority on matters concerning that portion of Canada west of the great lakes of the St. Lawrence.

THE COMMERCIAL is now in its tenth year of publication. It may therefore be said that it has grown up with the country. At the time this paper was established, the development of the country was just nicely started. Railways were just gaining a foothold in the country, and the great West was only beginning to awaken to a new life. Since that time progress has been rapid, and now that we are safely through the experimental stage, we may hope for even greater progress during the next ten years.

To those who are not acquainted with THE COMMERCIAL, we would say, that this journal has no political interests to serve. Its politics will be the welfare of Western Canada. Political questions are discussed only in their relation to commerce. Most important political questions have a commercial side, and it is therefore sometimes necessary to discuss a matter which is at the time within the realm of party warfare. The aim of THE COMMERCIAL, however, is to keep free from the influences of party, creed, or clique.

### Area of Western Canada.

The area of Western Canada is so vast, that it can hardly be grasped by the mind, except by numerous comparisons. Western Canada is generally understood to include that portion of the Dominion lying between that great inland sea of fresh water known as Lake Superior and the Pacific coast, and north of the United States. Starting from Port Arthur on Lake Superior, a person can travel 2,000 miles westward, before reaching the western limit of the country, while from north to south the distance is even greater.

Western Canada comprises the two provinces of Manitoba and British Columbia, the three organized territories of Assiniboia, Alberta, and Saskatchewan, the unorganized territory of Athabaska, the district of Keewatin, besides a vast area of unorganized and largely unexplored territory farther north. A small strip of the

province of Ontario, lying west of Lake Superior, is also included in the somewhat vague term of Western Canada. The area of the different divisions of Western Canada is as follows:—

Province of Manitoba .....	73,950 Square Miles
Province of British Columbia .....	383,300 " "
District of Keewatin .....	282,000 " "
Territory of Alberta .....	100,100 " "
" of Assiniboia .....	89,635 " "
" of Athabaska .....	104,600 " "
" of Saskatchewan .....	107,002 " "
Unorganized region .....	259,000 " "
Northern Islands .....	300,000 " "
North-west Ontario and Hudson bay district .....	220,000 " "

Total .....

2,558,933 square miles

This is a vast expanse of territory to be sure, and the reader will wonder what the total area of Canada is, when only a portion of it reaches such figures. By adding about 1,000,000 square miles to the area of Western Canada, the total area of the Dominion, east and west will be obtained, or about 299,000 square miles less than the continent of Europe. A few comparisons may help the reader to grasp the immensity of this territory. Manitoba, the smallest of all the divisions of Western Canada, is 15,000 square miles larger than England and Wales; about 10,000 square miles more than twice as large as Ireland; nearly seven times as large as Belgium; five times as large as Denmark; three times as large as Greece; considerably more than twice as large as Portugal; six times as large as Netherlands; nearly seven times as large as Egypt. British Columbia is considerably more than three times as large as the United Kingdom; nearly half as large as India; 70,000 square miles larger than Cape Colony; 140,000 square miles larger than Austria-Hungary; 180,000 square miles larger than France; 175,000 square miles larger than Germany; three and a half times larger than Italy; 70,000 square miles larger than Sweden and Norway. The district of Keewatin is nearly as large as Sweden and Norway; Alberta is as large as Italy; Assiniboia is three times as large as Scotland; Athabaska is nearly twice as large as England and Wales; Saskatchewan is nearly as large as Turkey in Europe. And then there is the vast northern and Hudson bay regions, larger than the Turkish empire, including Egypt and its other African and Asiatic divisions and dependencies, with Austria-Hungary thrown in to make up the balance.

These comparisons could be continued indefinitely, but enough have been given. Elsewhere in this paper is an article upon the population of Western Canada, which shows the total population of this immense region to be under 350,000 souls. If Western Canada were settled as closely as England and Wales, the population would be approximately 1,300,000,000; if the province of Manitoba, the smallest of all the divisions of Western Canada, were settled as closely as Belgium, the population would be approximately 40,000,000; if all Canada, east and west, were settled as closely as Egypt, the population would be in the neighborhood of 2,150,000,000. Of course there is a portion of the northern region which is not suitable for settlement at all, and also a considerable portion which will not likely ever support more than a limited population. But after allowing

for this, there is still room for many millions of inhabitants in the choice agricultural districts of Western Canada alone. If we cut off one-half of Western Canada as worthless, and give the balance a population equal to Russia in Europe, per square mile, the number of inhabitants would be about 57,000,000. In comparing with Russia, no such reduction, however, should be made for territory unfit for settlements: as Russia lies within about the same latitudes as Western Canada, and probably has about as large a proportion of land unfit for settlement. A comparison with Russia, in order to estimate the number of inhabitants which Western Canada is capable of supporting, should be made on the total area, or say at least 100,000,000 persons. Without encroaching upon the more northern regions, Canada therefore offers free lands, in choice agricultural districts alone, for many millions of people.

### Population of Western Canada.

The census of Canada, taken in 1891, shows the population of the various divisions of Western Canada to be as follows, compared with what it was when the census was taken in previous years:

	1871.	1881.	1891.
Manitoba .....	25,228	62,260	154,442
Assiniboia } Alberta } Saskatchewan }	18,000	25,615	67,65
British Columbia.....	33,686	49,459	92,707
Unorganized region .....	30,000	30,931	32,163

Total.....106,814 163,165 316,931  
The population of the three territories of Alberta, Assiniboia and Saskatchewan are not given separately in the census bulletins so far as they have yet been issued. The percentage of increase in the population, between 1871 and 1881, and between 1881 and 1891, is given as follows:

	1871 to 1881.	1881 to 1891
Manitoba . . . . .	146.78	143.06
Assiniboia } Alberta } Saskatchewan }	41.75	164.76
British Columbia.....	47.26	87.66
Unorganized region.....	3.10	4.00
Total .....	57.43	106.30

These census returns show that the percentage of increase in the population, during the last ten years, has been nearly double the percentage of increase during the previous ten years. This is what might have been expected, as it is only in the past ten or eleven years, that the country has really been opened up for settlement. The increase of the population of Manitoba between 1871 and 1881, is wonderful, when we consider that during that decade, the country was without railway communication with the outside world. The record for 1891 also shows rapid progress, the population having been considerably more than doubled in ten years. The increase in the territories to 1891 has been even greater than in Manitoba, due to the opening of railways, and to the tendency of incoming settlers to go to the most recently opened districts. This is perhaps partly owing to the desire to get first pick of the land. British Columbia makes a good showing, like the three territories, the increase being much greater for the past ten years, than it was during the ten years ended 1881. This is also

owing to the opening of the country by railways. The increase of population in the vast unorganized region, is very slight, but this great region, though much of it is adapted to settlement, is yet beyond the bounds of civilization, and is likely to remain so for a few years at least. The population which it now has is mostly made up of the Indian tribes, and these people, it is well known, do not increase materially in numbers. As settlement encroaches upon them, the tendency among the Indians is rather to decrease in numbers. A remnant of these people will no doubt be preserved, and become civilized and in time assimilated with the general population.

Taking western Canada as a whole, provinces, territories and unorganized region, the increase in the population to 1891 is shown to be over 100 per cent, as compared with about 57 per cent during the ten years ended 1881. This shows that rapid progress has been made in peopling the country. With the amount of territory made available to settlement by railway construction, the next ten years may be expected to show even greater progress.

### Resources of Western Canada.

#### ITS CLIMATE, PHYSICAL FEATURES AND PRODUCTS.

In a country of such vast extent as Western Canada, it is but natural to expect a great variety of climate, natural products, etc. There are sections where snow and ice are practically unknown, and again there are other portions where the sun never succeeds in completely removing these evidences of a northern winter. There are districts where the normal rainfall is exceedingly heavy, and there are "dry belts," where the rainfall is so slight, that agriculture cannot be carried on without irrigation of the soil. There are portions of the country noted for clear skies and a maximum of sunshine, and again there are other portions, where cloudiness and fogs shut out the sun for a considerable portion of the year.

#### PLAIN, MOUNTAIN AND FLOOD.

The physical features of the country are as varied as the climatic conditions. There is the great, open prairie region (the true prairie) where one could travel for days without seeing anything in the nature of a tree, and where the nearest approach to timber are the little prairie rose bushes. Again there are vast areas of forest, stretching in an unbroken line for hundreds of miles. Then there is the mixed prairie or park country, with its waving grass meadows, sprinkled freely with clumps of trees and bushes, which stand out like little islands, rising from a vast body of water. The latter description of country will apply to a large portion of Manitoba, and also to considerable portions of all the territories. There is the plain country, where scarcely a pebble would be found in miles of travelling, and where a plow could be put in the ground, and a furrow could be turned perhaps fifty miles long, in a straight line, without meeting with obstruction; and there is the Laurentian region, where chaos seems still to reign, and where the surface is a mass of rocks and boulders, piled up everywhere in bewildering confusion. Travelling over an open, level

prairie, under a warm summer sun, the tourist may observe in the distance, snow-capped mountain peaks, whose tops pierce the clouds. Rolling through the arid regions, are large rivers, whose source of supply are hundreds of miles away. Lakes, large and small, and brooklets and rivers, some of the latter measuring their length by thousands of miles, are features of the region. In fact there is every variety of country to be met with in Western Canada.

#### NATURAL RESOURCES.

Such a variety of climatic and physical conditions as those described, must admit of very varied resources. This is the case concerning Western Canada. Of these, agriculture undoubtedly stands at the head, and the prairie, or park districts, are most preferred for agricultural purposes. The soil is rich, and with all its original properties intact. No great labor or delay is required to bring the land under cultivation. All the new settler has to do is to put in his plow, turn over the natural prairie sod, and his land is ready for a crop. While the soil of the forest districts may be valuable, yet the labor necessary to clear and prepare it for cultivation, is very considerable, and so long as there is abundance of land all ready for the plow, incoming settlers will mostly avoid the wooded portions.

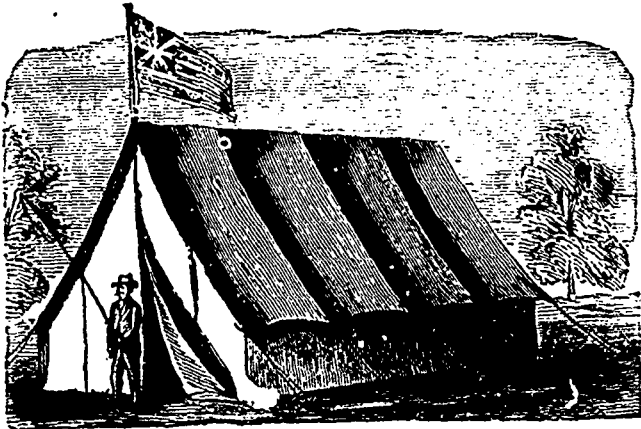
Throughout the prairie or park regions of Western Canada, all cereals, vegetables, roots, etc., which can be grown in a temperate climate, do well. Wheat is the staple crop, but oats and barley are also grown to a considerable extent. Rye, flax, maize (corn), peas, beans, are grown on a more limited scale. Potatoes are the principal root crop, but all vegetables and garden stuffs are grown for domestic use. Roots are not grown to any considerable extent for feeding animals, as there is an abundance of hay, and coarse grasses yield heavily and require less labor than roots. Turnips, beets, mangolds, however, produce very heavy crops. A considerable variety of fruits may be grown in Manitoba and the territories, but fruits are not largely cultivated, as the people depend mainly on the wild varieties, of which there are a great number. The native wild fruits include currants, strawberries, raspberries, gooseberries, cherries, blueberries, cranberries, plums, grapes, buffaloberries, and others. In British Columbia more attention has been given to fruits, and apples, pears, peaches, apricots, plums, cherries, etc., are cultivated on a considerable scale.

#### DOMESTIC ANIMALS.

The name prairie, signifying meadow land, is alone sufficient to indicate the value of the country for grazing animals. The farmer of other countries is obliged to devote a large portion of his land and his labor to growing fodder crops for his cattle and other animals. In the prairie and mixed prairie regions of Western Canada, all this is unnecessary. The country is one vast natural pasture-ground for grazing animals, and these natural prairie grasses may be cut and cured the same as cultivated fodder crops, for winter feeding. These natural grasses make excellent fodder, and it has been proved that cows will give more and richer milk, which will yield more butter per quart, when fed on natural prairie grass, than where they have the cultivated varieties.

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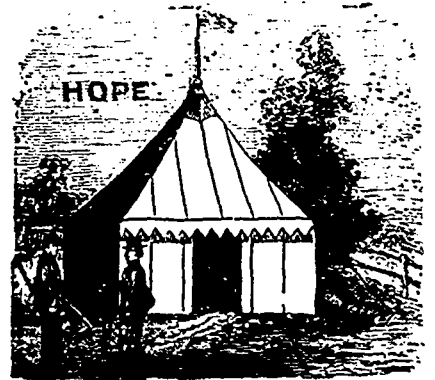
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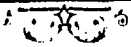
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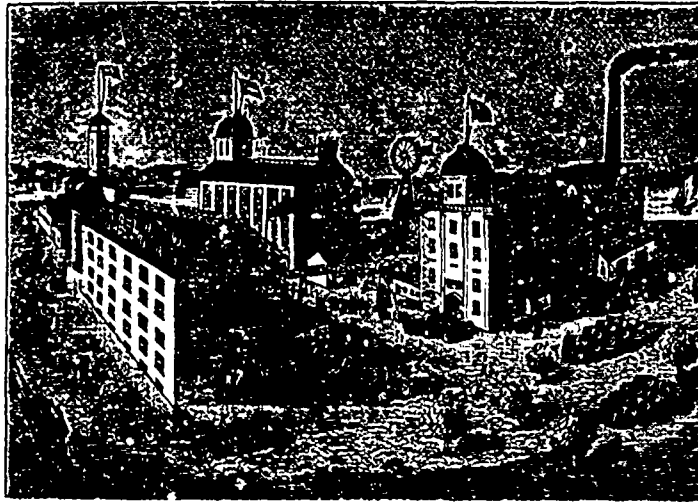
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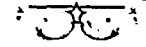
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MINERALS.

Western Canada is not without great natural stores of wealth in its mineral deposits. It probably has more undeveloped mineral wealth than any other country in the world. Practically all the known minerals have been found in the country. The Laurentian region, east and north of Manitoba, is already famous for its silver and iron deposits, besides gold, copper and other minerals. Manitoba has very rich iron deposits. Many minerals are known to exist in the great northern districts, which will support a considerable population in regions where agriculture cannot be carried on to great

FISHERIES.

In British Columbia, Manitoba, the Hudson Bay and northern regions, there are valuable piscatorial resources, of which considerable is said in other articles in this number.

Manitoba's Fishery Wealth.

EXTENT, VALUE AND VARIETY OF THE FISHERIES OF THE WEST.

The heading above will sound strange to many people abroad, who think of Manitoba as a vast plain of prairie land, interspersed here and there with small patches of forest. But all the same Manitoba is possessed of very consider-

nipegoosis. Lake of the Woods at the eastern boundary of Manitoba is another body of water of considerable size. It is about 70 miles long, by the same width.

Besides the larger lakes just mentioned, there are a number of smaller lakes in Manitoba, principal among which are Lake Dauphin, Shoal Lake, Rock Lake, etc. The larger lakes are

TEEMING WITH FOOD FISH

of many varieties, among which are some of very fine quality. The fishes of the smaller lakes are more limited in variety, but all the lakes have an abundant supply of some varieties.

The country to the northwest of Manitoba, including the vast and fertile territory of as-



BOW RIVER PASS NEAR THE ENTRANCE OF THE ROCKY MOUNTAINS BY THE CANADIAN PACIFIC RAILWAY, GOING WEST.

advantage. The coal deposits are on a vast scale, coal being found in abundance in Manitoba, Assinibois, Alberta, Saskatchewan Athabasca and British Columbia, varying in quality from lignite to pure anthracite. Coal mines are in operation at a dozen or more points, from hundreds to nearly two thousand miles apart. British Columbia is looked upon as the most valuable mineral country. The province has almost everything in the mineral line, and mining there is becoming a great industry.

LUMBER.

Lumbering is an important industry on the Pacific coast, and also at interior points in British Columbia. Northern and western Alberta have much forest wealth. The Lake Winnipeg and Lake of the Woods districts in Manitoba are centres of lumbering industries. North there are forest regions yet untouched, which form a considerable source of natural wealth.

able fishery wealth. A glance at the map of the province will show two very large lakes, besides numerous smaller ones. The larger lake, into which the Red river empties at the south, and the mighty Saskatchewan river at the north, is called Lake Winnipeg. This lake has an area of 6,550 square miles, or about 50 square miles larger than Lake Erie, of the great St. Lawrence chain of inland lakes. It is as long from north to south as Scotland or Ireland, and about one-half the average breadth of those countries. The other large Manitoba lake is of less extent than Lake Winnipeg, both in length and breadth, but it nevertheless forms a considerable body of water. It is about 250 miles in length, and over 40 miles wide in places. It is divided by narrows so as to make it appear like three lakes. The southern portion is known as Lake Manitoba, and the two northern sections are called Lake Win-

atchewan, and the country north thereof, is a region of numerous lakes, both great and small. All these lakes are teeming with fish, whitefish and trout, of excellent quality being found in most of them. These and other varieties of fish form an important source of food supply for the Indians, who are the principal inhabitants of the more northern districts. There are many rivers flowing through the northern country into Hudson bay, up which fish ascend from the bay at certain seasons. Salmon are said to ascend some of these rivers in vast numbers, thus affording an additional source of fish supply. These rivers and northern lakes are at present beyond the reach of settlement, so that the fishing industry which they afford, has not been developed yet to any extent, beyond the few fish caught by the primitive appliances, which the Indians have at hand, for capturing fish for their own requirements. As settlement extends



northward, and means of communication with the north country are opened up, the fishing industry will be developed, so that in time a

#### GREAT FISHING INTEREST

will be built up in this portion of Canada. Hudson bay itself and the rivers emptying into it, will undoubtedly afford employment for thousands of men in the fisheries which will be established there after communication by railway is established with the bay. The construction of a railway to Hudson bay will, it is confidently hoped, be carried out within a very few years.

Manitoba and the vast region to the north and northwest of the province, is undoubtedly better off in the matter of fish supply, than any other interior portion of the continent. Indeed, the country bordering on the lakes of the St. Lawrence water system, can hardly compare with the portions of western and northwestern Canada referred to, in the matter of quantity and quality of the fish supply. The waters of the northern lakes are clear and cold, and the fish found therein are of the best quality. The whitefish, which is so abundant in the larger Manitoba lakes, particularly in Lake Winnipeg, and which is also found in many of the lakes to the north, is undoubtedly the king of fresh water food fishes. In Hudson bay salmon, cod, herring, halibut and many other well-known varieties of salt water fish are abundant. There are also whale, walrus, seals, etc., in the bay. It is well known that fish taken in northern waters are of better quality than the same varieties in more southern latitudes.

#### A BIG INDUSTRY.

Take a map of North America and examine it for a moment with us. The vast central region of the continent, south and southwest of Manitoba, it will be seen is without lakes, and is therefore without any home supply of fish. The fish consumed throughout this region have to be brought from the sea coasts east and west, or from the St. Lawrence lakes. Now look north, and observe what a difference. There is lake after lake, large and small, the larger ones comparing in size with lakes Erie and Ontario, of the St. Lawrence system. The populated territory to the south of Manitoba should afford an abundant market for our fish, as they have no supply of their own. At present the duty on fish going into the United States, makes an obstacle in the way of shipping fish in that direction, though these duties are not prohibitory in their nature. It is only reasonable to suppose, however, that these duties will be abolished in time. With the market opened for us to the south, and communication opened to the north, we estimate that 10,000 to 15,000 persons could find permanent employment, prosecuting fishing in the waters of Manitoba and the territory to the north and north-west. This would be exclusive of Hudson bay which would afford employment for many thousands of men, say easily 15,000 persons. These figures may seem large at a glance, but in the light of comparison it will be seen that they are not excessive. Lake Erie, which is fifty square miles smaller than Lake Winnipeg, gives employment to about 5,000 persons in the fishing industry on the lake. Lake Erie has been fished for 100 years, while our Manitoba and northern lakes are practically untouched. There

is every reason to believe that Lake Winnipeg, and many of our other lakes, are just as valuable from the fisherman's standpoint, in proportion to size, as Lake Erie. By this comparison, it will be seen that 15,000 men is not an excessive estimate for our Manitoba and northern lakes, and we believe that approximately this number could engage in our fisheries, without unduly depleting the lakes of fish. From 15,000 to 20,000 men would certainly not be an excessive estimate for Hudson bay—a vast inland ocean, over 1,000 miles from north to south, and 600 to 800 miles from east to west.

The fisheries of Hudson bay and the inland lakes and rivers of Manitoba and the region to the north and west should therefore easily support a population of 160,000 persons, including the fishermen and their families if they were opened up and developed to a reasonable extent. These fisheries if opened up, would be as convenient to the centres of population in the States to the south as the Atlantic and Pacific coast now are, and population is rapidly increasing in this direction.

#### THE ANNUAL CATCH.

As previously stated, very little has yet been done toward developing the fishing industry in the Manitoba and northern lakes. What has been done has been altogether in the Manitoba lakes and principally in Lake Winnipeg. For the past few years some fishing as a commercial industry has been done on Lake Winnipeg, and there are now three companies operating on this lake during the summer season. These companies employ three steam tugs, twenty-five sail boats, and about 190 white men and 200 Indians. For the season of 1890, these three companies caught 1,924,224 pounds of fish, valued at \$92,255, of which 1,735,492 were whitefish. The catch for 1891 has not been officially stated yet, but it will be somewhat larger than for 1890. The fish caught by the companies are sold to the local trade and exported to the United States. The companies have freezers erected at points on the lake, where the fish are stored and thence shipped at convenient seasons. The mode of fishing has been mostly with gill nets.

In addition to the three large companies mentioned, there are quite a number of independent fishermen who operate on a smaller scale, and who sell the fish to the companies, or to traders who visit the lakes to buy them. These smaller fishermen operate in Lake Winnipeg and also in Lakes Manitoba and Winnipegosis. While the three fishing companies mentioned operate only in the summer, the independent fishermen operate principally in the winter season. They cut holes in the ice through which to place their gill nets in position, and in this way they take a considerable number of fish during the winter. The total catch of fish in the year 1890, including the summer and winter catch by the companies and local fishermen, was 5,967,271 pounds, valued at \$232,104. These fish were nearly all taken in the Manitoba lakes, but a few thousand pounds were caught in the Qu'Appelle lakes, west of Manitoba, which are included in the Manitoba official fishery district. No account is taken of fish caught for local use by Indians and others in the unorganized territory north and west of Manitoba. Of the total

catch given above, for 1890, about 2,056,000 pounds were exported to the States.

#### OFFICIAL INTERFERENCE.

The federal government of Canada, which controls the fishery interests in all parts of the country, has lately shown some disposition to curtail fishing in Manitoba waters. Regulations recently issued have a tendency to restrict rather than encourage the development of the fishing industry. The fishery department seems to fear that if commercial fishing for export is carried on to any large extent, the Indians will be deprived of the fish which form an important source of their food supply, through the depletion of the fisheries. This is altogether a groundless fear. The number of Indians depending upon the fish is very small in comparison with the extent of the sources of supply. Outside of Lake Winnipeg, the waters of Manitoba and the west are practically untouched yet, and even in Lake Winnipeg a much larger catch could be made annually in this lake, without any danger of depleting the supply. There is every reason to believe that Lake Winnipeg is as valuable a lake for fishing purposes as Lake Erie, while the catch in the latter lake is about ten times greater than in Lake Winnipeg. The fishing industry in Lake Winnipeg and our other waters should therefore be encouraged instead of being restricted.

#### VARIETIES OF FISH.

First in value and importance is the whitefish, already mentioned. This fish is very abundant in Lake Winnipeg, and is also found in many of the other lakes. It is a rich, juicy fish, weighing from three to twelve pounds, while occasionally fish of this species of even above twelve pounds' weight are taken. It is a very prolific fish, and will therefore permit of a large catch without fear of depleting the supply. Lake trout is perhaps the next most valuable fish. This variety is not so plentiful in Lake Winnipeg as in some of the more northern lakes. It delights in clear, cold water. It belongs to the salmon family and attains large size, frequently weighing from twenty to thirty pounds. Pickerel, or dore, is another variety common in Manitoba and northern lakes and rivers. Pike is a very common fish in nearly all Manitoba waters. It is specially abundant in several of the smaller lakes and streams, but is also abundant in the large lakes. It is not as fine a food fish as those previously named, but is nevertheless valued by those who cannot readily secure the more luscious varieties. A fish called the tullibee may be termed the herring of the Manitoba lakes. It resembles the herring of the St. Lawrence lakes in form and flavor, but is in every sense a superior fish to the latter, being larger, more free from the annoying small bones of the herring family and fatter and richer in flavor. Like the herring, it is a very prolific fish. The gold eye is another fish which resembles the herring somewhat, and which is plentiful in Manitoba and northern waters. The sturgeon is the largest fish which inhabits Manitoba waters. Fish of this variety weighing over 200 pounds have been caught. They are a rich, oily fish, and are a little strong for delicate stomachs, but when carefully prepared for the table by par-boiling are very delicious. There are a number of other varieties

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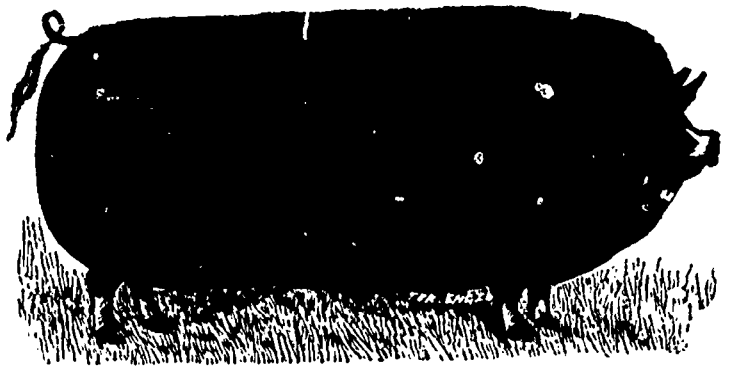
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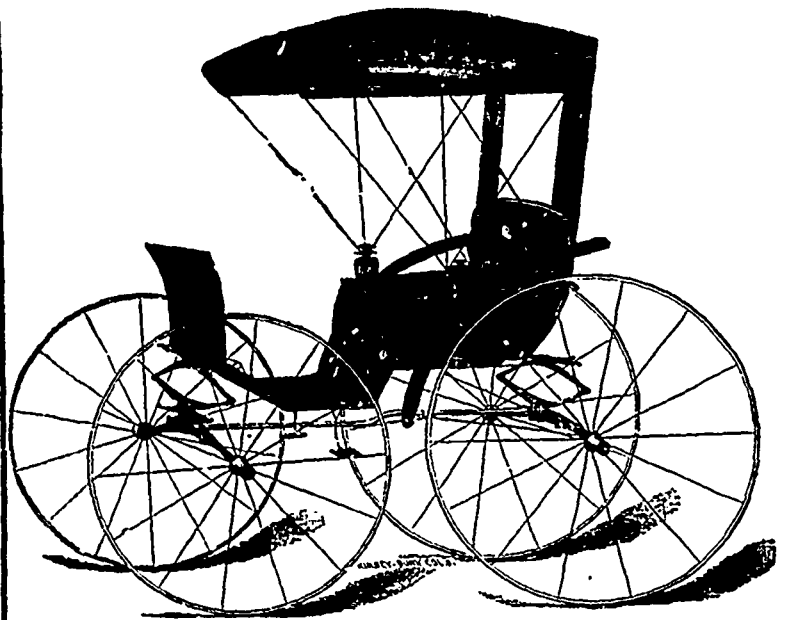
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of fish in our waters, such as catfish, mullet, suckers, perch, sheephead, buffalo fish, ling, etc. The last named is valueless for food. The buffalo fish is a large variety, sometimes weighing 40 pounds, but the flesh is rather coarse and strong, though they are relished by some.

SUMMARY.

Following shows the value of the fisheries of Manitoba for each year since a record has been kept of the same:—

1886 .....	\$186,080
1887 .....	129,084
1888 .....	180,677
1889 .....	167,679
1890 .....	232,104

These figures include a very small quantity of fish caught in the territories.

The quantity and value of the different varieties of fish caught in Manitoba during 1890 is as follows:

	Pounds.	Value.
Whitefish.....	3,402,222	\$170,111
Pickeral.....	505,707	15,171
Pike.....	744,082	14,881
Sturgeon.....	187,830	9,391
Tullibee.....	178,700	3,574
Other varieties.....	948,730	18,974
Total.....	5,967,271	\$232,104

Manitoba Immigration Agencies.

What Manitoba wants is people to come and select for themselves farms from her millions of acres of vacant land. The provincial government recognizes this, and has increased its efforts of late years, in the direction of endeavoring to secure settlers. An agency has been established for some years at Toronto, Ontario, under the direction of the local government, for the purpose of looking after immigration from Eastern Canada. H. McKellar is in charge of this agency, and W. D. Scott acts as travelling agent for Eastern Canada, in connection therewith. An exhibit of the products of Manitoba are on view at the Toronto agency, and from an inspection of these some idea may be gleaned of the capabilities of the Prairie Province.

About a year ago an agency was opened by the Manitoba government, at Liverpool, England, for the purpose of working up immigration from the United Kingdom. A J. McMillan is in charge of this agency, and is assisted by C. Pilling. Both are Manitoba men, and are well posted upon the resources of the province. Mr. McMillan does considerable lecturing throughout the United Kingdom, upon Manitoba. The business of the agency is to furnish literature, answer correspondence, and in other ways to make known the advantages of Manitoba as a field for emigration.

These are the only agencies of the provincial government outside of Manitoba. At home an agency has been maintained in Winnipeg for some years. This is in charge of Alex. Smith, who in the busy months of the summer season is aided by an assistant. The business of the Winnipeg agency is to look after emigrants on their arrival here, and give them all possible information and assistance. Help them in finding locations, furnish them with literature descriptive of the country, etc. The Winnipeg agency also partakes of the nature of an employment bureau, where those wishing employ-

ment on their arrival here, may leave their names. About 2,000 persons were found employment in this way, with farmers, the past season, and the number of applications for help, was largely in excess of the supply.

Last fall the Winnipeg agency was moved from its old location opposite the Canadian Pacific depot, to a new building on Main street, not far from the depot mentioned. This building was fitted up in fine style, with handsome show cases, offices, etc., and a splendid collection of the products of Manitoba, was gathered together and placed on exhibition therein. This is all on the ground floor of the building, which is 75 feet deep by 24 wide. The windows, fronting on Main street, are filled with an attractive collection of the grains and grasses of Manitoba, in straw, and threshed.

Entering the building from Main street, the visitor is immediately confronted with a finely stuffed specimen of that noble animal the buffalo, which a few years ago roamed over our plains in such vast herds, but which is now almost extinct. On the other side of the doorway is a specimen of a peculiar locking animal of the bovine family, which the visitor will be informed, is a half-breed buffalo—a cross with the domestic cattle. It bears considerable resemblance to its full blood relation, but of course is not nearly so strongly marked in the distinctive features of the pure buffalo. Hanging over the door way is a massive skull, with horns attached, of a buffalo, such as may be seen scattered about the prairie in some sections of the country, bleaching in the open air. A large prairie wolf and a lynx are crouched on the floor near the door.

Ranged along the wall on the right hand side of the room, are seven wall show cases, filled with wheat, oats, barley, grasses, etc., all in straw. These samples will serve to show the enormous growth attained in Manitoba. The collection of grasses is probably the most interesting among this collection. There are 72 varieties of native grasses shown, which is a sufficient guarantee of the pastoral richness of our natural meadows. The visitor will at once understand that in Manitoba there is no need of cultivating hay fodder for animals, as the natural meadows of the country produce abundance of hay, of excellent quality. With such a variety of grasses, and millions of acres of meadow lands, over which cattle can roam at pleasure, one would naturally think what a paradise Manitoba must be for the dairyman, and there would be no mistake about this either. One of the wall cases is filled with a collection of grain, etc., in straw, from the Manitoba experimental farm. The coat of arms of Manitoba, and a beaver, ingeniously worked in the form of banners, in straw and grain, adorn one of the cases.

Along the ledge under the wall-cases, are twenty stand cases, containing twenty different varieties of threshed grain, all grown last season at the Manitoba experimental farm. These include wheat, barley, oats, peas, etc., and there are some magnificent samples. Under these cases again is a row of 80 tin boxes, each of about the capacity of one bushel of wheat. These are filled with samples of wheat, oats, barley, rye, etc., collected from all districts of the province. It is unnecessary to remark that these samples are of excellent quality.

On the opposite side of the room, along the wall are hung 45 views of farm scenes in Manitoba, conspicuous among which is a large view, size 3 feet by 5 feet, of harvesting on the big Sandison farm near Brandon. This shows 14 binders in a line, working on a vast field of wheat. The wall is ornamented with a number of heads of the deer family, which is so well represented in Manitoba, by several different kinds of deer, from the smaller species to the large moose and elk. In the rear are three cases of stuffed game birds of native varieties, the numerous grouse and duck families showing up largely. There are also several specimens of our fur bearing animals, a fine wolverine being one of the most noticeable.

Under the ledge on this side of the room, are 24 more of the tin boxes, containing additional samples of grain, in peas, oats, barley, etc., there is also a box of native wild rice of Manitoba, which is a valuable food for the ducks, geese and other water fowl which annually come to Manitoba to breed. There are also eighteen varieties of native woods, including box alder, red willow, white birch, Jack pine, black poplar, red and white spruce, oak, elm, black ash, tamarac, white poplar, red and white cedar. These specimens all show, that though this is a prairie country, Manitoba produces quite a variety of timber, some of which attains fairly large size. It may be said that there are quite a number of kinds of native trees, besides those on exhibition at the agency. Near the woods are some specimens of coal, brick, etc.

Along the ledge on this side of the building are maps and plans of all townships, for inspection of intending settlers, and piles of pamphlets and other literature.

Down the centre of the building is a handsome show case, filled mostly with native manufactures, including flour, oatmeal, saddlery, soaps, biscuits and confectionery, linseed oil and cake, cement; also native preserved fruits and honey, pickles, etc. The case is surmounted by a number of stuffed birds and smaller animals, including hawks, owls, cranes, squirrels, grouse, etc. Along the large centre case, on each side, there is a row of small cases, 32 in all, containing further samples of grain, seeds, etc., including corn (maize), beans, peas, grass seeds; also samples of the official wheat standards, for grading the Manitoba crop for commercial purposes. Under these centre cases are 60 more of the bushel boxes, with grains, flax seed, etc., collected from various portions of the province.

In the rear is the business and private office of the agent in charge, nicely furnished. The wood work of the cases, is in California red wood and B. C. cedar, finished in oil.

Visitors to Winnipeg from abroad, should not fail to see this exhibit, especially if they have not time to go through the country and inspect its resources and capabilities. With such a splendid exhibit in the city, visitors can get a very good idea of what Manitoba can produce, particularly in the grain line, without going beyond Winnipeg.

As shown by Bradstreet's annual report of failures in Canada, British Columbia makes a better showing than any of the other provinces.

## Winnipeg Industrial Exhibition Association.

SOMETHING ABOUT THE GREAT ANNUAL FAIR OF WESTERN CANADA.

Until the season of 1891, Manitoba has not been very successful in the matter of a provincial exhibition. For several years an exhibition was held under the auspices of the local government, but these shows did not prove very brilliant events, partly perhaps because the population of the country was small and settlers not well enough established in their new western homes, and partly from other causes. Finally the government dropped the matter entirely, and for a few years no exhibition was held. A number of exhibitions, however, have been held annually in different parts of the province, which were more or less of the nature of local shows. Some of these, nevertheless, have been very successful, and we may mention the Brandon summer fair especially, in this connection, which has grown to be an institution of more than local importance. The most of these local exhibitions are held in the fall season, after harvest, but a few have been held in the summer, before the rush of harvest work begins.

After the provincial exhibitions under the control of the local government were abandoned, there was talk of organizing an exhibition association in Winnipeg, with the object of endeavoring to hold an annual fair which would be fairly representative of western Canada. This did not take shape at once, but eventually the Winnipeg Industrial Exhibition Association was organized, on somewhat similar lines to that of the Toronto Industrial, which has proved such a success. The first exhibition under the auspices of the new association, was held in Winnipeg, during the week commencing September 28th, 1891.

The Winnipeg Industrial is organized something in the nature of a stock company, but of course it is not intended to be a paying enterprise for the stockholders. The shares are \$10 each, and each stockholder holds only one share. There are between 250 and 300 stockholders. So far only a call of \$2 per share has yet been made. At the annual meeting the stockholders elect a board of directors, and the latter in turn elect the officers and carry out the active work of the association. The Winnipeg city council is entitled to representation upon and takes an active part in the affairs of the association, owing to the intimate relations which exist between the council and the association. The land and buildings are vested in the city. A large tract of land of about 80 acres, within the city limits, which was held by the Dominion government, was sold to the corporation at a little more than a nominal price, on the express understanding that it was to be used for exhibition purposes. The city then voted \$35,000 for buildings, which were erected during the season of 1891, and ready in time for the fair in the fall of the same year. In addition to the expenditure by the city, the association also expended between \$5,000 and \$6,000 in building improvements. It is proposed to lay out \$20,000 more this year in

additional buildings and ground improvements, as the exhibition of last fall demonstrated that much more building space was required. The present buildings include the main structure for miscellaneous articles, an agricultural hall, horticultural hall, dog and poultry buildings, and a number of separate buildings for cattle, horses, sheep, pigs, etc. There is a splendid race track within the grounds, with grand and band stands, etc., also a cattle ring. With the contemplated improvements, the grounds and buildings will be equal to those of the largest eastern associations.

Though the exhibition of 1891 was the first held by the association, it was a success in point of attendance, in the number and variety of exhibits, and also financially. The only drawback was the weather, which was exceedingly bad during the week, a cold rain prevailing most of the time. The attendance reached the number of 22,000, notwithstanding, but this is much less than it would have been. The number of entries were over 4,000, exhibits coming from all parts of Manitoba, the Territories and British Columbia. The buildings were more than filled, and a number of large tents had to be put up to provide cover for exhibits which could not be shown in the buildings. Financially the showing was much better than could have been expected, receipts having exceeded ordinary expenditures by over \$5,000. The local government aided the association with a grant of \$7,500, and in addition to this, prizes in cash or goods were donated by private parties, firms and companies to the extent of \$5,352. With these liberal allowances, the association were enabled to offer \$13,500 in prizes, in addition to providing for other expenditures. The railways contributed in a great measure to the success of the exhibition by the very liberal way in which they treated the association. Exhibits were carried absolutely free of charge and very low passenger fares were extended to visitors.

Owing to the very bad weather which prevailed during exhibition week, and to other causes peculiar to this country, a strong feeling has lately been manifested in favor of holding the exhibition in the summer. The directors for 1891 discussed this question and decided in favor of a summer exhibition. The exhibition for 1892 will be held from the 25th to the 30th of July, inclusive. In addition to the liability of disagreeable weather in the fall, there is another strong reason in favor of a summer exhibition in this country. The fall season is short, labor is scarce and high, and farmers cannot spare the time at that season of the year to leave their work to attend an exhibition extending over several days. They are too busy with the completion of their harvest, threshing, etc., to give attention to other matters. In the summer season, just before harvest, they are not so rushed with work, and feel like taking a little recreation before entering the harvest season of long hours of hard work.

There is every reason to believe that the exhibition for 1892 will be a grand success. It is already understood that the railways will give the same terms as last year. There will certainly be a vast array of the products of every part of Western Canada from Lake Superior to

the Pacific coast, agricultural, mineral, live stock, natural resources, etc. The intelligent visitor to this exhibition from abroad will be able to glean a great deal of information about Western Canada without going outside of Winnipeg. As the summer season is the time for tourist travel, a great many visitors from Eastern Canada, the United States and even from across the Atlantic will be present. In addition to the usual exhibit of products, stock, etc., an attractive programme of sports and amusements will be provided for exhibition week, making the event something in the nature of a summer carnival. Persons from abroad who contemplate visiting Western Canada during 1892, should endeavor to arrange their dates to be in Winnipeg during exhibition week. With the large additional hotel accommodation provided the past season, Winnipeg is unequalled by any city on this continent, population considered, for its hotel accommodation. Visitors can therefore expect to find comfortable lodging even with a crush of strangers in the city.

At the time of writing this article, the dates for the exhibition of 1892 have not been fixed. It is possible, however, that the dates may be decided upon before the last forms of this issue are printed, in which case the time of holding the exhibition will be noted elsewhere in this number.

## Manitoba Lands.

Though Manitoba contains the bulk of the population of western Canada between Lake Superior and the Rocky mountains, yet in proportion to extent, the population of the province is very small. Large districts are yet practically unexplored. Seven-eighths of the total population is located in a small portion of the province, comprising the southern and south-western sections. About two-thirds of the province is yet practically without any settlement to speak of. It must not be considered that this unsettled portion is unfit for settlement. It comprises a great deal of land as good as any in the province for agriculture, and a great deal more is of the very choicest pastoral country, while a considerable portion is timber land. There is more or less timber country all over northern Manitoba, while in some parts there are large areas of heavy, unbroken forest, principally spruce, suitable for sawing into lumber. These timber lands are mostly good soil, but will settle up more slowly, as prairie lands, which can at once be put under cultivation, are preferred. The advantages of northern Manitoba are: abundance of wood, water and hay. In these respects the northern districts are ahead of the south.

Even in the most thickly settled portions of the province there is yet a great deal of vacant land of the choicest quality. Individual holdings are very large, farms ranging in size from 320 to 1,000 or more acres. There are some farms of 160 and 210 acres, but they are mostly half a section (320 acres) in extent. Even with these large holdings, there is a great deal of land in the comparatively closely settled portions, yet unoccupied. The Canadian Pacific railway company, the Manitoba Northwestern railway company, the Hudson's Bay company, and others, which have received land grants,

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hold large amounts of land, which they are willing to sell at reasonable rates. In the case of the railways these companies recognize that it is to their advantage to sell the lands at reasonable prices, and get the country settled up, as in this way their traffic will be increased, which will be worth more to them than holding the lands at high prices. There is also yet plenty of land in Manitoba held by the government which can be taken up on the regular government terms to settlers.

The area of Manitoba is 73,956 square miles, of which 9,890 square miles is water. The population of Manitoba by the census of 1891 is 154,442. With the exception of British Columbia Manitoba has the smallest population of any of the organized provinces of Canada. If Manitoba were as closely settled as the province of Prince Edward Island she would have a population of about 3,350,000. The comparison is made with Prince Edward Island

### Good Lands in Eastern Manitoba.

VACANT FARMS NEAR WINNIPEG.

WHY THEY ARE SO AND WHAT THEY ARE WORTH.

There is a large quantity of vacant land in Eastern Manitoba, and particularly surrounding the city of Winnipeg, which is well adapted to grain and root crops, stock raising, etc. Visitors arriving in Winnipeg, are surprised to find the country around the city so thinly settled, while farther west, there is a larger portion of land under cultivation. Those not acquainted with the facts, sometimes conclude that the lands of eastern Manitoba, are not so valuable for settlement as the western portions of the province. This is a natural conclusion, which may be drawn from the fact that settlement has increased more rapidly in the west than in the older settlements of the east.

rivers. Fort Garry (now Winnipeg) was therefore in those days, the centre of settlement. In taking over the country, a large area of land was set aside by the Dominion government, for the inhabitants, every child even, receiving 240 acres. The residents also held the lands upon which they were located, or upon which they held any valid claim. Thus at the time Manitoba was formed into a province, a large area of land in the eastern portion, and surrounding Winnipeg, was either claimed by or reserved for the original settlers. Now, the great majority of these people placed very little value upon the land. They had been used to roaming over the boundless prairie at will, and land to them was as free as the waters of the ocean. Thus it came to pass that the majority of these original settlers sold their lands in a very short time at nominal values, to the speculators who came in with the new order of things. The lands around Winnipeg particularly, which were expected to become very valuable, were



MACBETH FARM, NEAR WINNIPEG.

because the latter is almost purely an agricultural country. Settled as closely as England and Wales, Manitoba would contain a population of about 35,000,000. The present population therefore seems trifling in comparison with what it might be. Though we may not expect to reach a density of population such as exists in the crowded manufacturing countries of the old world, yet we can expect a population of one to three millions at least before we can consider the province anything like well settled. We have therefore abundance of room for many thousands of settlers yet, and can offer them free farms, or if they prefer to purchase, very cheap lands, rich soil, healthy climate and free institutions. Here they can make a home for themselves, and with ordinary intelligence and industry can become independent and prosperous in a very short time.

This speaks of the province of Manitoba alone, but there are also vast areas of unsettled country north and west of the province named, which are also open for settlement, and offer good advantages for those in search of a home.

One principal reason for the quantity of vacant land surrounding the city of Winnipeg, is that a great deal of the land has fallen into the hands of speculators. It was recognized at the time Manitoba became a portion of the Dominion of Canada, and was organized into a province, that Winnipeg would in all probability become the great city of the new province, which was about to be opened up for settlement. Lands around the city were expected to become very valuable in a few years, and as they could then be had "for a song," speculators jumped in and grabbed up the lands for many miles around the prospective city. It will be understood that at the time Manitoba became a portion of Canada, the country had a limited population of French and English speaking half-breeds—that is, descendants of persons who had married with the native Indians. There were also some white settlers, including the early Selkirk colonists, their descendants and others. These inhabitants of the country were all located in the eastern portion of what is now the province of Manitoba, principally along the lower portions of the Red and Assiniboine

soon picked up; but speculators did not confine their attention to the immediate vicinity of Winnipeg, and in other sections of eastern Manitoba large areas of land fell into their hands. This explains how the speculative element became possessed of so much land around the capital city of Manitoba, and in the eastern part of the province.

In the west, the lands were held by the government for actual settlement, or for sale on special terms, and were thus beyond the power of the speculators. Many of the original settlers, who disposed of their lands, moved away west to new districts. They had been used to living far from immediate contact with the outside world, in the isolated Red river colony, and now that they were being disturbed by the opening up of the country, they picked up and moved away to more remote regions.

The new settlers who began to crowd in, followed the newly constructed lines of railway, to the free grant lands in the west, passing by the lands in the east, which were now held by speculators at high prices. The removal of many of the original settlers of the east, to remote



districts, such as the North Saskatchewan country then was, and the movement of new settlers to the western portion of the province, soon changed the conditions which ruled earlier. The centre of rural population was moved westward from the Red river valley. Winnipeg continued to grow rapidly, in population and commercial importance, but the country immediately surrounding the city, did not keep pace in this development. While Winnipeg fully maintained, and has even increased her supremacy as the metropolis of the West, the settlement and development of the rural district surrounding the city, has been comparatively slow.

Quite a number of new settlers have come in, and replaced the original inhabitants who moved away northwest, but there is still a vast area of vacant land surrounding Winnipeg, and in other districts of eastern Manitoba, which is well adapted to settlement. The speculators, it may be said, have not realized upon their holdings as they expected. While there were large quantities of free lands in the west, new settlers would not purchase from speculators who held the lands of the east. Many of these speculators have now become tired of holding at high price, and they are willing to sell at very reasonable prices. New settlers have now to go much farther away to obtain free lands, than they were obliged to go a few years ago, and some prefer to buy lands in the east, rather than go far north and west. Thus the last year or two, there have been more new settlers locating around Winnipeg and in other eastern districts, than there were a few years ago. There is still room for many more, and where a good farm can be had in the east at a reasonable price, there are some advantages in buying it, in preference to moving to very remote districts, even when the land, of excellent quality at that, can be had for nothing.

The soil of the Winnipeg district is a deep, black mould, varying from one to four feet in thickness, with a stiff clay subsoil. This is characteristic of the Red River valley. The land is heavier as a rule than that further west, and is harder to work than in some districts. The eastern portion of the province is also more in need of drainage than the west. The need of drainage is in fact the principal drawback. In the lighter soil and more rolling country of the west, drainage is not required to any extent in many districts. This question of drainage, however, is only a matter of time, and in a few years it is likely this drawback will be remedied.

The advantages of the east are, rich, strong soil, nearness to market, abundance of hay, and supplies of wood and water. The low districts afford abundance of hay in dry seasons, when the crop is light on the highlands, thus making the east a favorite district for stock farming. This is shown by the fact that notwithstanding the limited settlement, most of the cheese factories and creameries of Manitoba are in the Red River valley country.

The most important advantage for the Winnipeg district, however, is that of nearness to market. Winnipeg is the only important consuming market in Manitoba for farmers' produce. All the other towns of the province are small yet, and the quantity of produce required for local consumption is as a rule much less than that produced by the farmers of the imme-

diately vicinity. In the case of Winnipeg it is different. It takes a large quantity of produce to supply the city, and in many articles, such as butter, eggs, etc., the farmers are not able to meet the local demand. Thus, Winnipeg not only consumes the bulk of the produce from the country immediately surrounding, but the city is compelled to draw from outside points in Manitoba, to make up the balance of her requirements. Prices for farmers' produce, such as butter, eggs, cheese, grains, etc., are, therefore, generally higher than at other points. This is a decided advantage for the farmers of the district. The soil of the Winnipeg district is admirably adapted to market gardening, as well as to growing grain. For garden truck, the Winnipeg district probably excels, and there are a number of truck farmers in the vicinity of the city who are doing well. All roots and vegetables which can be grown in a temperate climate, do well. Celery and cauliflower attain a wonderful state of perfection in the district, and are largely grown.

Another point which should be borne in mind is the future value of land. It can scarcely be doubted but that Winnipeg will continue to grow and keep pace with the general development of the country. This means that the population of the city will be numbered by hundreds of thousands in the not very distant future. On account of the quantity of vacant land, farms can now be purchased at from \$2 to \$20 per acre, according to the distance from the city and the quality of the land. Surrounding no other city on the continent of the same size, can good farming and gardening lands be bought so cheaply as around Winnipeg. When these lands are taken up more closely, and as the population of the city grows, the value of farms will increase, and a few years hence, the owner of a good farm near Winnipeg will, undoubtedly, be the possessor of a property of great value.

### Winnipeg—Where is it and What is it.

A FEW WORDS ABOUT THE PROSPEROUS METROPOLIS OF THE CANADIAN PRAIRIES.

Take a modern map of the continent of North America, and after sizing it up with the eye, place a pointer upon the spot you consider about the centre of the map. Then examine, and you will find that your pointer is upon or not very far from the word "Winnipeg." If this is not the case, you may consider the fact due to the inaccuracy of your sight. Mark that we have said a modern map must be used in this experiment. Winnipeg is a new place. The geography in use in Canadian schools a few years ago, did not show nor tell of the existence of such a place. Unless, therefore, you take a late map, you would search in vain for the word Winnipeg, for it would not be there.

But though the maps and geographies of a few years ago said nothing about Winnipeg, there are not many cities on the continent today that are more widely known than this same city of Winnipeg. Certainly none more widely known when age is considered.

Winnipeg is in fact the central city of the continent of North America, as the map will readily show. It is, moreover, the central city of

the Province of Manitoba, said Province being the central or keystone of the Canadian Confederation. It is also the commercial metropolis of central Canada, a vast region extending from Lake Superior to the Rocky Mountains. The trade of the city extends even beyond these limits, for the representatives of Winnipeg houses may frequently be met with pushing business as far west as the Pacific coast, while the exporting houses of the city, in grain, flour, etc., have their connections in the seaports of the Atlantic coast, and across the Atlantic in Europe. Thus, commercially, Winnipeg has a vast field to work in, even when the limits are contracted to the territory which is directly tributary to her, and within this territory she is without a rival.

We have remarked that the geographies of a few years ago did not mention such a place as Winnipeg. Geographies in use in Canadian schools, when men who are yet young enough to be only entering business life, were school boys, would, however, show a little colored spot in the heart of the continent, which was termed the "Red River settlement," and about the centre of this settlement, a little hamlet called Fort Garry was located. The geography afforded very little information about the "settlement" or the surrounding country. We were informed that the Red River settlement was an isolated colony, established by Lord Selkirk, in the lower valleys of the Red and Assiniboine rivers. Fort Garry was the headquarters of the settlement. The great territory north and west of this settlement was said to be of "vast extent." The inhabitants included a "few white traders and half-breeds and Indian tribes." The exports were "chiefly furs." A few notes were added about the physical features of the country. This was about all the information which could be gleaned from the geographies in use in Canadian schools in the seventies. The Red River settlement spoken of has become the nucleus of the great Province of Manitoba, and Fort Garry is now Winnipeg.

Winnipeg is built on the banks of the Red river, at a point where the Assiniboine river unites with the former. Forty miles down, the Red empties into Lake Winnipeg, a large body of water 6,550 square miles in size. A vast system of inland navigation is tributary to the city, which to be utilized to the best advantage requires some improvements, all of which could be carried out at a comparatively trifling cost. These navigable waters were the highways of trade and travel in the old days of the fur traders, and they will no doubt play an important part as channels of commerce in the future. Since the advent of railways, the waterways have been neglected to some extent, but their great value to the city and the country at large has not been lost sight of, and there is now a popular demand for the improvements necessary to the utilizing of these navigable waters to the best advantage. While Winnipeg is generally spoken of as an inland city, it nevertheless has hundreds of miles of navigable waters tributary to it. Some authorities claim, that with certain improvements, thousands of miles of navigable water could be made tributary to the city. The city is built upon a rather flat locality, but the two rivers named afford good drainage.

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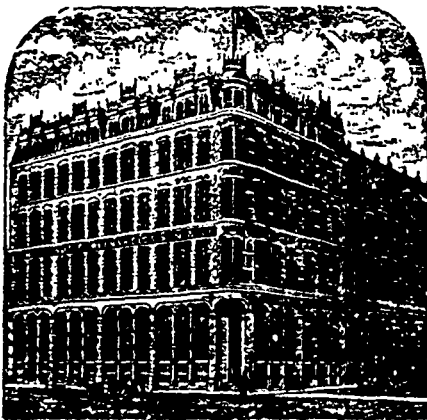
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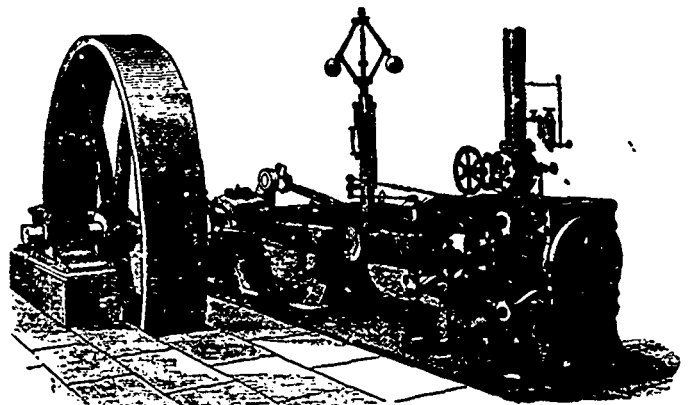
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While it remained an isolated colony, there was little of life or advancement about the Red river settlement. The Scotch Selkirk colonists, who followed agriculture and stock-raising, carried their operations only to such an extent as to supply their own requirements. There was little or no local demand for their products, and they were hundreds of miles from the outposts of civilization, so that they could not export anything. The French Canadians, who had come in as hunters and fur traders, with their half-breed descendants continued to follow the life of hunters, traders and freighters of the great plains.

The great west having been acquired by the

253. This shows that Winnipeg was the first to feel new life as a result of the changed circumstances. Since that date the city has kept pace with the general progress of the country, if not in advance of the country. In fact the expression has frequently been heard, that Winnipeg afforded commercial facilities in advance of the requirements of the country. This was undoubtedly the case in many branches of trade, particularly in the years from say 1832 to 1837, but matters have since become more evenly balanced up. There are now undoubtedly many openings for profitable investments in Winnipeg. The future of the city is assured. Commerce is on a solid basis, and must advance

Winnipeg has now a large wholesale trade, about every branch being represented by from one to eight or ten houses. The city has also a growing manufacturing trade, which is beginning to include some important establishments. In manufacturing lines we look for marked progress in the next few years, as it is in this respect that the city affords some of the best openings at present. The city is the headquarters of the grain trade, which has already assumed vast proportions. The agricultural implement trade is another important branch of the city's commerce.

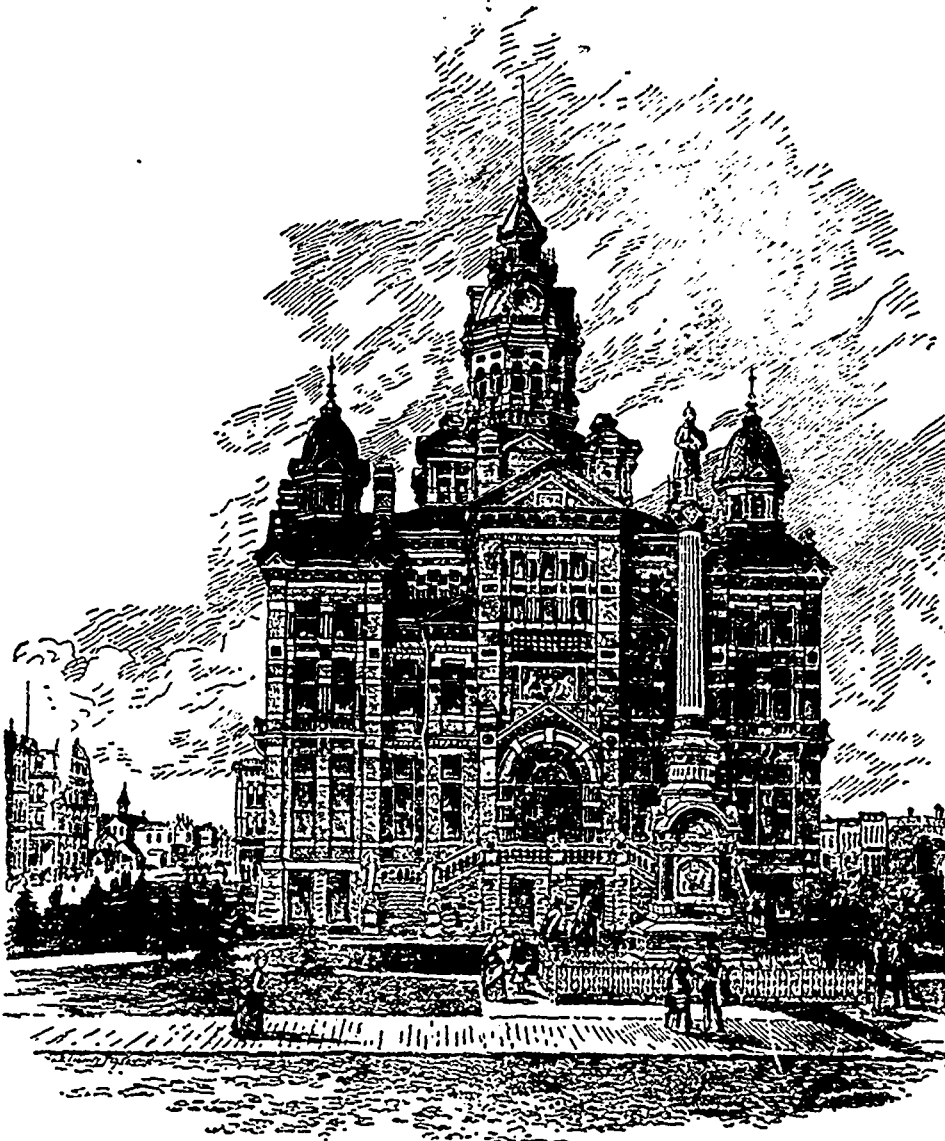
In the year 1859 it was first possible to reach Winnipeg by railway. Now the city is an important railway centre. It is an old saying that "All roads lead to Rome," and a railway map of Manitoba will show all the railways heading for Winnipeg. There are now a dozen lines connecting into the city, with more to follow. Three great trunk lines reach the city, the balance being branches and local roads. This converging of the railroads, has added materially to the progress of Winnipeg, and enables her shippers to reach all parts of the country by direct routes. A great railway centre means a great city. Winnipeg can already claim the former.

Winnipeg has thirty churches, twenty schools, ten banks, fifteen newspapers, daily, weekly and monthly, gas, electric light, electric railway, many miles of paved streets and water mains, a board of trade, a grain and produce exchange, Industrial exhibition association, five colleges, two hospitals, deaf and dumb school, medical college and business college not included in colleges named above, and many other institutions and establishments of importance. All this has been accomplished since 1870, but mostly since communication was established with the outside world by railway, in 1880.

### Calgary to Edmonton.

Calgary is invariably a resting point for the traveller in the Northwest, not merely because it is the second city of the Northwest, and second only to the City of Winnipeg in importance, both as a centre of population and in a trade sense; but because it is the gateway so to speak, through which the traveller enters the prairie land from the mountains, if he is travelling eastward, or the mountains from the prairie if he is going westward. It is a beautiful place as well, with the distant peaks of the Rockies in one direction, and the broad, boundless prairie in the other. Yet nestling as it does in a natural amphitheatre, scropped out by the wash of the Bow and Elbow Rivers, few who have not made enquiry would imagine that it lies at an altitude of nearly 4,000 feet above the sea level, or almost as high as the peaks of the highest mountains of Scotland. It is the stepping stone into the mountains, and less than four hours' ride westward, sends the traveller right into the wildest grandeur of the Rockies.

Going westward from the Red River valley, the traveller is liable to fall into the mistaken idea, that the further he goes the higher he ascends on this side of the Rocky Mountains, and in fact until Calgary is reached, the idea is to some extent correct. When, however, he starts northward on the new Calgary and Edmonton



CITY HALL, WINNIPEG.

Dominion Government, through an arrangement with the Imperial Government and the Hudson's Bay Company, the province of Manitoba was erected out of a portion of the territory, by act of Parliament, in 1870. A new order of things was thus instituted, and a new era of progress began for Winnipeg and Manitoba. Settlers began to come in, but as means of communication with the country was very imperfect, progress at first was not rapid. Winnipeg was incorporated in November, 1873, the population at that time being about 2,000. In 1870 the population was

with the general development of the country. The city has no rival, and nothing but a general stoppage of the development of the country can retard her rapid progress. Of this there is now nothing to fear. We are past the experimental stage. We have survived the temporary depression which followed the real estate and general business inflation of the "boom" period, and we are again on the move forward, but this time on a more sure and solid basis. From a population of 250 in 1870, the city has grown to about 30,000, or 12,000.00 per cent.

road, the order of things is reversed, and he starts on the down grade until he reaches the valley of the Saskatchewan, a valley which for a wide stretch of fertile land, has no equal in the whole world. He has not travelled fifty miles before he realizes, that he is entering a country different entirely from that of the near approaches to the mountains. He enters a beautiful rolling prairie country. He sees no more mountain pine or spruce trees, but every few miles he travels onward through little natural groves of poplar, and other woods peculiar to a land with a rich deep soil, which greatly relieves the monotony of travel, and make the passing scenery ever changing and interesting. Streams by the dozen are crossed, some only little meandering creeks, and others seemingly broad enough for light draft navigation. The alkali lake and the sage brush growth is not to be seen, and each stream is a flow of pure water, some of the larger ones being cold and clear, as they come from the sides of the mountains, one hundred or two hundred miles further westward. By the time Innisfall station is reached, the conviction is complete that an entry has been made into a rich country of mixed wood and prairie, and if there should be any doubt about its fertility, from its surface view, the cuts on the line of railway prove its wealth beyond dispute. Where excavations have been made in the work of construction, there can be seen at the surface a dark loamy soil varying from one and a half to three feet in thickness, and below that a lighter colored subsoil, gravelly at some points, sandy at others, but in all just the kind of a warm subsoil which forces a rapid growth, and makes the process of crop raising so phenomenally rapid, as it is in the best portions of the prairie lands of the Canadian Northwest.

From Innisfall northward to Red Deer, the country presents the same aspect, and although settlement has only made itself apparent in dots along the line of railway, each cluster of farms show the growth under cultivation to be as luxuriant as it is where rude nature holds sway. The hand of industry produces the golden grain in abundance, while nature has supplied a plethora of wild succulent hay and short grasses, besides wood for fuel and building purposes, which add a comfort to the early days of the pioneer settler, such as cannot be secured in even the richest treeless prairie districts of this continent. The abundance of pure, sweet water alone is an advantage seldom to be had in the prairie lands further south, and presents advantages for stock raising and other branches of mixed farming which should prove a great attraction to the seeker of a new prairie home.

From Red Deer northward there is no change in the appearance or soil of the country, with the exception of a swampy district of a number of miles through which the railway runs before reaching the banks of the Great Saskatchewan, and the growth of brush and grasses on this swampy land shows, that a rich soil lies beneath, and under a system of drainage, into the great river near by, a veritable Land of Goshen awaits development.

When the traveller reaches the Saskatchewan river at Edmonton, he beholds a scene of true

grandeur. The high banks of the river rising over two hundred feet from the water, impresses him with the fact that he has reached a land where no floods can trouble him. Then the view up and down the river with its steep embankments, crowned with woodland in every direction, and the deep, clear and majestic stream flowing onward in its course to Lake Winnipeg, all combine to make up a view such as is not likely soon to leave the memory. The scattered but thriving town of Edmonton, on the north bank of the river, appears from the opposite bank like fragments of quite a large city, peeping through the growth of timbers, and they are doubtless fragments, which ere many years will be united in one populous and important city.

Away north of the Saskatchewan river, far beyond the reach of settlement, or the influences of civilization, the same rich belt of land stretches to districts known only to the Hudson's Bay Company's employees and the wandering traders. Millions of acres await settlement, and the land is free to whoever will come and possess it. Besides those free lands offered by the Dominion, the Calgary and Edmonton railway have millions of acres of a land grant, along the line of their road, and these lands they offer at nominal prices to actual settlers, who will make their homes upon them and cultivate them. There is no reserve lands, unless those used for Indian reservations, and the settler can in every case select for himself.

Although this stretch of country in the upper valley of the North Saskatchewan is only newly opened up, and settlement has as yet made but little progress, enough has been done to show the grand results which can be reached. At St. Albert and Sturgeon river districts, outside of Edmonton, and in the settlement around Red Deer, crops have been produced during the past year, which equal in quality and yield the best figures ever reached in any portion of this continent. Thirty to forty bushels of wheat is the common report, and in other grains and root crops correspondingly large yields can be secured. But outside of grain raising the advantages in mixed farming are such as can be met with in few if any other districts. The settler has a hay growth unbounded, provided by nature, and containing a succulent and nutritious, such as is not possessed by the finest cultivated hay in the Atlantic slopes of the continent. Brush and timber are to be found in every locality, furnishing excellent winter shelter for live stock, and fuel for the settler, if he wishes to burn wood. In this matter he has a valuable alternative, for coal is abundant all along the banks of the North Saskatchewan, and is now dug out of the river banks with the most primitive appliances, and sold in the town of Edmonton at the low figure of \$2 50 a load, which means as much as a team can haul on a wagon. In the two elements of fuel and pure water, the North Saskatchewan valley has undoubtedly greater advantages than any rich agricultural district on the continent of North America. The farmer near the river at Edmonton can cut down logs for his own buildings, or he can dig the coal for his own use

from the banks beside him. There is another profitable employment for him and his family when his farm allows days of leisure, and of this many pioneers take advantage, namely, washing out gold from the sand of the river, an occupation at which with the most primitive appliances a novice can make from \$1.50 to \$2 50 a day, and parties of experience can in a similar manner take out \$3 to \$5 a day. Even a few days of such profitable work, is often a God-send to the pioneer of limited means in the days when he is only breaking up his farm, and he feels the need of a few dollars of ready money. Altogether this country is a grand one for the settler of limited means, and at the same time in no other country can be found great natural advantages to the man who wishes to go into mixed farming or live stock raising on a large scale.

The question of climate and the imaginary horrors of a cold northwestern winter is frequently advanced as an argument against settlement of that country by those who are interested in hindering its settlement. To people who have lived in the Northwest the horrors are so purely imaginary that the argument is to them only a subject for laughter. But the outside immigrant cannot judge from experience, and such tales are liable to mislead him. A land such as those obstructionists say this is, could not under any circumstances produce as the Canadian Northwest has in 1891 the heaviest yield per acre of grain ever produced in any country in America. Nor could such a country produce a healthy population such as this country has, and year after year record the lowest death rate of any country in the world. Further proof of the absurdities of those calumnies are unnecessary.

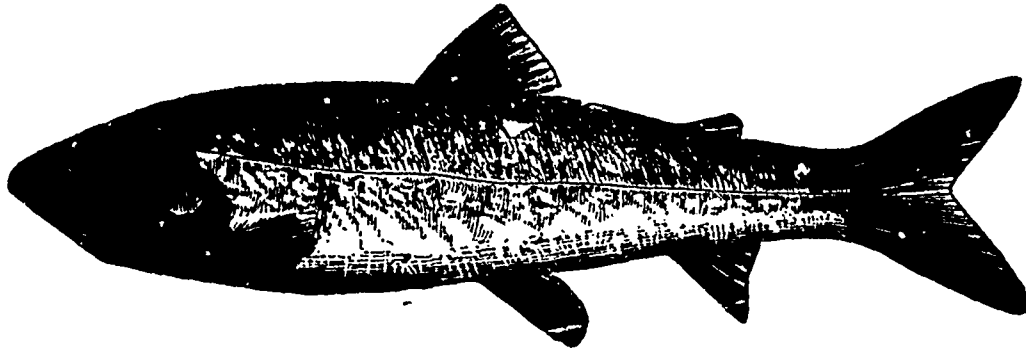
But admitting, as we must, that the whole Northwest, which means the country west of the Mississippi river and Lake Superior, and north of the 40th parallel of north latitude, has extremes of cold in the winter, the power of winter in the North Saskatchewan is wonderfully mitigated in this respect. West of Edmonton district the Rocky Mountains are much lower, and the valleys through them much wider and deeper than at any other part of the range further south. The consequence is the frequent sweeping through in winter of the warm breezes known as the "chibouk winds," before which snow and ice vanish noiselessly but surely. Thus it is that during a great portion of many a severe winter, when Montana, Dakota, Manitoba, Minnesota and even Iowa, Wisconsin and Nebraska are locked in ice and now, the upper valley of the North Saskatchewan is free from both, and its settlers are enjoying the warmth of those winds from the warm shores of the Pacific ocean. In climate therefore, the Valley of the North Saskatchewan enjoys many advantages not to be had in some other districts of the Northwest. In every respect this country offers great inducements to intending settlers, and to the agriculturist of limited means, it offers the opportunity of carving out a comfortable home and not a little wealth in a comparatively few years, without having to undergo many of the hardships, which have to be faced even in countries where the reward for thrift and industry is also certain.

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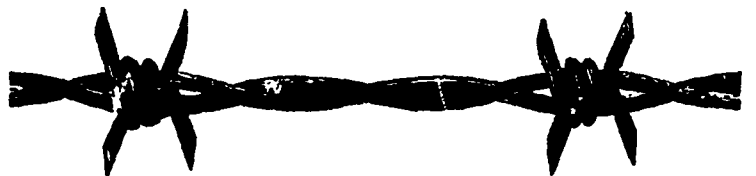
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Railway Construction in the West.

THE SPLENDID RECORD OF A DECADE.

WHAT HAS BEEN ACCOMPLISHED IN 1891.

A review of railway construction in western Canada is always a matter of pleasure to those interested in the development of the country, for it will show a record unparalleled in history. We have to go back but a few years to the date of the opening of the first railway in Manitoba. Railway construction was commenced in Manitoba in 1875, by the late Mackenzie Government, on the Canadian Pacific railway from Winnipeg to Lake Superior. Construction was commenced at each end of the road about the same time. The Emerson branch of the Canadian Pacific railway was also graded from Winnipeg to the boundary of Minnesota as early as 1877, but connection was not made with the St. Paul, Minneapolis & Manitoba railway (now the Great Northern) until 1880, there having been considerable delay, owing to a difficulty regarding the bonds, in extending the railway northward from St. Paul to the boundary. The year 1880, therefore, marks the opening of the first railway in Manitoba. The first regular railway travel then began and Winnipeg was connected with the outside world by the band of steel. A new era had opened upon the city and country. Henceforth progress would be steady and rapid.

Tracklaying from Winnipeg eastward to Lake Superior was commenced in 1877.

THE FIRST LOCOMOTIVE

and cars were brought down the Red River on boats, with which to prosecute track-laying from this end of the road. The Canadian Pacific railway, however, was not opened through to Lake Superior until 1883, and the Canadian Pacific all rail route was completed through to Montreal in 1885. The years 1880, 1883 and 1885, therefore, mark important epochs in railway construction in the west. Up to 1891 all railway work in the country had been carried on by the Dominion Government. In this year the Canadian Pacific Railway Company was formed, took hold of the road and pushed construction rapidly westward from Winnipeg, completing the main line through to the Pacific coast in 1886. This marks another important date in the history of the country. The work on the road eastward was also pushed forward more rapidly and completed on the dates as given above. Several branch lines have since been established in the country by the Canadian Pacific and other railways. The Manitoba & Northwestern railway was first chartered in 1880, under the name of the Westbourn & Northwestern. In 1883 the name was changed and active work in constructing the road commenced.

RAILWAY MONOPOLY.

In order to overcome what was known as the railway monopoly privileges of the Canadian Pacific Company, the local government of Manitoba began in 1887, the construction of a railroad southward to the United States boundary, near West Lynne (Emerson), where it was proposed to make connection with the Northern Pacific Company, of the United States. This line was then known as the Red River Valley. After much agitation, litigation and strife, an amicable arrangement was come to between the

Dominion and the Canadian Pacific company, for the abrogation of the monopoly clauses. This ending was very satisfactory to the people of Manitoba, as it brought to a close a long period of turmoil and agitation, which must have seriously retarded the development of the country. Just to what extent the agitation and the cause thereof hindered the development of the country will never be known, but certain it is that it created an unfavorable impression of Manitoba abroad, for which the people of the province were not entirely responsible. Happily, those troublesome times have now passed, and Manitobans have since rested in comparative peace with the federal government. The days of agitation against railway monopoly, however, will long be remembered, especially by those who took an active part in the events of the period.

After the settlement of the monopoly question, the Red River Valley railway was carried to completion, this being accomplished in the fall of 1888. The road was acquired from the provincial government by a company called the Northern Pacific and Manitoba, which is practically the Northern Pacific Company of the United States, operating in Manitoba under a Canadian charter. This road affords an independent outlet from Winnipeg southward, to connect with the railway system of the United States. The Northern Pacific has also constructed two branch lines in Manitoba, connecting with its Red River line. One reaches the town of Portage la Prairie, and the other has its western terminal at Brandon.

We will not attempt to follow the construction of the various branch lines in the country from year to year, but merely mention some important events. The completion of the first railway to the North Saskatchewan, at Prince Albert, in the fall of 1890, was an event worthy of special mention, as opening up a vast and new territory for settlement. The same year a railway was completed and opened between Lethbridge, Alberta, and Great Falls, Mont., and construction was commenced upon a second railway to the North Saskatchewan, at Edmonton.

RAILWAY CONSTRUCTION IN 1891.

Though the mileage of new railways constructed in the west in 1891, has not been as great as in some former years, yet considerable work has been accomplished, and some important events have transpired. In Manitoba the Canadian Pacific railway company has extended its southwestern branch from its western terminus at Methven to Nesbit, a distance of six miles. The Canadian Pacific Souris branch has also been extended from Hartney to Melita, a distance of twenty-seven miles. From Melita westward the same company has graded eighty miles of road, sixty miles of which is ironed. This is the road which will run from Melita to the Souris coal fields, connecting at Melita with the Souris branch, the latter joining the main line at Kemnay, near Brandon. Oxbow, or the crossing of the Moose Mountain creek, is the present terminus of the coal fields branch. The Canadian Pacific also began the construction of a line from Deloraine to Napinka, to connect the Deloraine and Souris branches, upon which nine miles only were graded, the work being left over on account of the scarcity of men.

The most important railway work done dur-

ing 1891 was in the territory of Alberta, in the completion of the Calgary & Edmonton railway, between the two points named. This makes the second railway to be completed to the great North Saskatchewan river. The length of the railway is 192 miles, and it passes through a splendid country, suitable for farming and stock-raising, which region is thereby opened for settlement. As previously noted construction was commenced on this road in 1890, and the final 94 miles, from Red Deer to Edmonton, were completed in 1891, the road having been built from Calgary to Red Deer the previous year.

Another important undertaking for 1891, also in Alberta, was the commencement of a railway from Calgary southward to Macleod. This railway will be known as the southern extension of the Calgary and Edmonton. During 1891, the road was graded and ironed from Calgary to Mosquito Creek, a distance of 54 miles, and an additional 50 miles has been graded, which brings the grade within eight miles of Macleod. This road will run through the centre of the best ranching district of Alberta, and will open a fine country.

SUMMARY OF CONSTRUCTION IN 1891.

	Miles completed.
Port Arthur and Western .....	20
C.P.A., Methven to Nesbit .....	6
C.P.R., Hartne to Melita .....	27
C.P.R., Melita westward toward coal fields .....	60
C. & E., Red Deer to Edmonton .....	94
C. & E., Calgary to Mosquito Creek .....	64
Railways constructed in British Columbia .....	8
<b>Total completed .....</b>	<b>328</b>
	Miles graded
C.P.R., on Melita to coal fields .....	20
C.P.R., Deloraine to Napinka .....	9
C. & E., Macleod branch .....	50
	<b>79</b>

The miles graded is in addition to miles completed. The work done in extending the Port Arthur and Western railway, is included in the above summary as the territory intersected is generally considered within the boundaries of Western Canada. The road opens up a rich mineral territory. Some important railway work has been done in British Columbia, but this will probably be treated of in a separate article, by our British Columbia editor. In addition to the new railways constructed, the completed portion of the Northwest Central railway, in Manitoba, which was constructed in 1890, was put in operation during the last month of 1891, litigation having delayed the operation of the road.

The record of railway construction for 1891 is by no means unsatisfactory, when compared with other parts of North America. In Eastern Canada only about 120 miles of railway were constructed during the year, or about one-half the new mileage of the west, counting only the fully completed portion. In the United States railway building was very slack last year, and consisted mainly in a few short extensions of old lines. Western Canada has therefore made the best showing during the past year of any part of the continent, notwithstanding that the new mileage constructed was not as great as in some former years.

THE OUTLOOK FOR 1892.

Expectations for railway construction in

1892 are favorable. In Manitoba the C.P.R. Southwestern will in all probability be extended from Nesbit westward to a junction with the Souris branch, a distance of about fifteen miles. The Canadian Pacific link between Deloraine and Napinka will also be built, making about 20 miles of new road. The Canadian Pacific branch to the Souris coal fields will also be completed by about June next, of which there remains about ten miles to grade and thirty to iron. The southern extension of the Calgary and Edmonton will be completed to Macleod during the present year, of which about ten miles remain to be graded and about 60 to iron. The completion of the Canadian Pacific branch to the coal fields will be a very important matter, as it will open up another source of fuel supply, and one much nearer the city of Winnipeg and the most thickly settled portions of the country, than the mines now in operation. As a result of the completion of this railway, the cost of coal to the people of Manitoba should be reduced from three to four dollars per ton.

The roads already mentioned as likely to be constructed during 1892, are only such as are certain to go on. But it is not likely that railway work will stop with these roads. It has recently been announced that the Northwest Central will extend its line as far east as Carberry, from a point near Rapid City, in Manitoba, and the same line may be extended westward from its present terminus at Hamiota. Surveys to this end have already been made. The Manitoba Northwestern company has been carrying out an extensive system of surveys beyond the present western terminus of its line. It has been stated that the road will be pushed through to Prince Albert this year, which would mean the construction of about 175 miles of new road. It has not been definitely announced that the company will make this extension, but it is well known that the Manitoba Northwestern people are desirous of reaching a point on the North Saskatchewan. The road would pass through a splendid country for farming and stock-raising. The company may be expected to make at least some extension westward of its main line this year, even if the road be not completed through to the objective point on the Saskatchewan. In the territory adjoining Manitoba on the east, there is the Port Arthur and Western, work upon which will no doubt be continued this year. A branch of the Canadian Pacific to the Atikokan iron district is also mentioned among the probabilities, though not definitely decided upon yet. In British Columbia there are quite a number of railway enterprises talked of, but a good many of these are not likely to get beyond the charter stage of existence. Some, however, may result in something practical during the year. There are also a number of proposed railway enterprises for roads in Manitoba and the territories, but we have only mentioned such as have assumed practical shape.

Two important railway enterprises which we have yet said nothing about, are the Winnipeg and Hudson Bay and the Duluth and Winnipeg roads. Some construction work has been done on each of these roads, from the Winnipeg end, and the Duluth and Winnipeg road has been

completed for a considerable distance from the Duluth end. There seems, however, to be some doubt about the route which the latter road may take. An air line road from Winnipeg to Duluth is only a matter of time, but we can give no very definite forecast of what may be done this year. As for the Winnipeg and Hudson Bay road, it is very risky to hazard an opinion. This road has already appeared in so many phases, that any reports concerning the resumption of construction on the road, may always be taken as more or less doubtful.

Besides building the new mileage spoken of, the Canadian Pacific management has announced that important improvements will be carried out on the main line. They conducted improvements on a large scale upon the main line between Winnipeg and Lake Superior during the past year, and it is intended to continue this work, with a view to providing the best possible facilities for handling traffic, which is very heavy over this portion of the road. It has been reported (though not confirmed) that the line will be double tracked at once between Winnipeg and Lake Superior. Though this work may not be undertaken this year, officials of the company have publicly stated, that they recognize the necessity for double tracking this portion of the road in the very near future.

Eleven years ago the first railway was put in operation in Western Canada. Now there are between 4000 and 5000 miles of railway in the country. This is an interesting fact as showing the progress and development that has been going on. What is of more importance, however, is the fact that the roads are having heavy traffic. Some of the branch roads west of Manitoba have not yet a very extensive traffic, but in Manitoba, roads have this season been taxed to their utmost capacity to handle the business offering. Ten years or so ago the country managed to get along without railways. Since that time the trade of the country has grown so fast, particularly in exports, that the large railway facilities we now enjoy, are barely equal to the demands of commerce.

### British Columbia In 1891.

A GENERAL REVIEW OF PROGRESS AND DEVELOPMENT IN THE PACIFIC PROVINCE.

To review the year of 1891 as it relates to British Columbia, is to give a record of progress exemplified by no other part of Canada, despite the fact that many elements of draw back have to be taken into consideration.

The new year started in as the old one had left it, full of promise and prosperity in every department, and had it not been for several unlooked for circumstances, the record would have been an exceptional one. To start with, a legislature had been elected, pledged to the development of those resources that lay obviously in need of activity and industry to produce wealth. The Parliament of 1891 strove honestly to carry out that pledge, and the mining and land laws especially were beneficially amended in a direction which, the Parliament of this year will in all probability carry on to greater perfection.

#### INTERIOR DEVELOPMENT.

Elsewhere a review is given of the mining work, but that can be best described as an effort to start. The interior has labored under

difficulties which without railway and navigation facilities, and smelting works it was impossible to fight against with success. Much, a great deal of pioneer work has been done by prospectors and others in the way of discovery, location and so on. A greater advance than ever before recorded is to be placed to the credit of the expired year. New railways, the Shuswap and Okanagan, and the Columbia and Kootenay, were constructed and put in partial operation, and of which the benefits will be felt in 1892. Other railways projected and surveyed will take practical shape in all probability. In fact, several have been decided upon, which will still further open up the southern interior. A line of steamers from Revelstoke to Little Dalles, on the Columbia, was started, connecting with the Columbia and Kootenay at Sproat's Landing. This made communication much easier and more frequent. Nelson, which is the centre of a very rich mining district, made very rapid progress, has had a branch of a chartered bank established there, and otherwise has made ready for important business transactions. Other townsites have been laid out. Two smelters have been built, one at Revelstoke and one at Golden, and two more in the west Kootenay country will be gone on with. Everything, with the prospect of greatly improved communications, points to a big year.

#### BUSINESS ON THE COAST--RAILWAYS.

As a result of all this activity, actual and prospective, the trade of the distributing centres of the lower country, has visibly increased and the field of commerce materially widened.

Besides that, the industrial and commercial aspect of the coast has greatly improved. A branch line at Mission, connecting with the southern railway system, has completed what was for some time looked forward to, railway communication up and down the coast from British Columbia to Portland and San Francisco. The Great Northern, too, has entered our domain, and has now a regular train service as far as New Westminster. An electric tramway, with a two-hour service each, has been constructed between Westminster and Vancouver, and has a passenger patronage even beyond anticipations. Westminster is now enjoying street car service and electric light; the electric systems of Victoria and Vancouver have each been extended, almost doubled, and Nanaimo is on the point of enjoying similar facilities. It is understood as definitely settled that competing express and telegraphic services will be extended shortly from the other side to the cities of British Columbia.

#### SHIPPING AND STEAMSHIP LINES.

From the point of inter-urban and coast navigation even greater progress is to be noted. The Union Steamship Co. established a line of steamers in 1891 between Vancouver and Nanaimo, which has been subsidised as a mail line and between Portland and Vancouver, and has purchased and built several other steamships for Frazer river trade, coast service and general freight and passenger purposes. Westminster has organized a steamship company, the first steamer of which has been put in the Westminster-Nanaimo and Vancouver route. Vancouver organized two other steamship companies last year, which are also in operation. Victoria has made big strides in this re-

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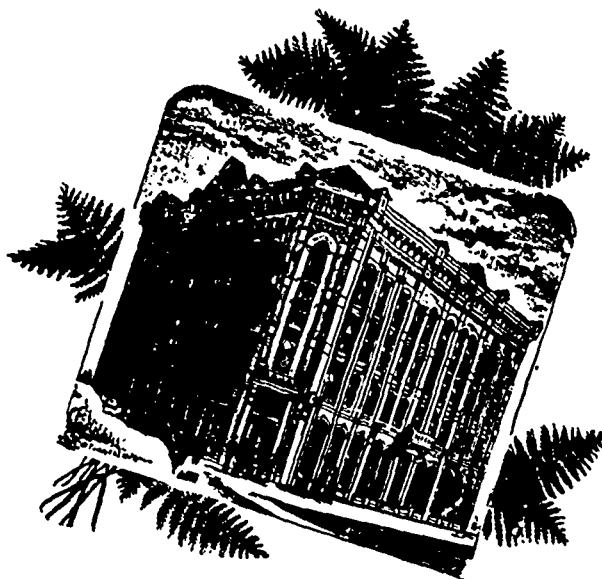
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spectas well and besides placing the ocean steamer Danube on the coast and Alaska route, which is a marked advance, several steamships have been built for the trade of the coast rapidly developing all the way between Alberni and Fort Simpson. The total value of shipping added during the year could not have been less than \$150,000, irrespective of the Danube, Grandholm and Cutch, which are large ocean going vessels. The coast and shipping trade has developed with surprising rapidity and now steamers are continually being added. An extensive ship yard for Burrard Inlet has been conceived and will probably be carried out during this year, and a strong effort is being made to induce the government to bonus the industry in a general way. The most marked feature of the year's shipping record, however, has been the completion and arrival of the three Empresses for the China-Japan trade, which cost one million dollars and thoroughly equipped for speed, comfort and freight carrying. The steamers of the Upton line which they replaced remained on the Pacific and old route carrying large cargoes to Victoria. With such success have these enterprises been carried out that the bulk of the trade that formerly was carried by way of San Francisco and through the United States, passes through British Columbia ports and goes through Canada eastward. It requires but the establishment of the Australian line of steamships and the fast Atlantic line, to complete a system which must inevitably create one or more great shipping ports on the Canadian Pacific coast.

THE SEALING INDUSTRY.

One of the unfortunate circumstances of last year's business was the interruption of the sealing industry, which has entailed heavy loss on those engaged in it. Unusual preparations were made and a number of new fishing schooners were fitted out and sent to sea, thoroughly equipped. Seals were plentiful and the biggest catch on record would in all probability have been made had it not been for the ukase of the two governments forbidding the catch in Behring sea and the majority of the sealers had to return empty handed or nearly so, although some few made excellent catches. About fifty sealers in all were employed, with a total tonnage of 3,232 and taking in all 50,333 skins. About 1,059 men were employed. To add to the loss of the season came the news of a heavy drop in the London market by which holders will lose heavily and the fact that many of the sealing captains expecting a rise in the market contracted for a higher price than the market now will justify. However, the fleet going out this season is the largest yet.

THE SALMON.

Another of the great coast industries suffered somewhat, the salmon pack for this year being some 2000 cases less than last and obtained too at increased cost, owing to the longer time which it took to complete it and the higher price paid for salmon. This, however, to a large degree was anticipated. It is now too well known to require explanation that there are on the Fraser River two heavy runs followed by two light ones. Last year was one of the light years as this year will be also. The run on the Skeena was up to the average, but on Alert Bay and the Fraser it fell off. The most

noted feature of the year was the consolidation of a number of canneries into two syndicates, one an English syndicate and the other local. Approximate returns for the past season are given as follows:

	Cases.
Fraser River, 50 canneries .....	171,931
Alert Bay .....	60
River's Inlet (2) .....	31,034
Garliner's Inlet .....	4,860
Lower Inlet .....	8,032
Skeena (6) .....	77,549
Nass (3) .....	10,333
Approximate total .....	£27,033

The market remains somewhat depressed and sales are slow but prospects are good and most of the pack has been handled. Several new canneries were put into operation and several new ones built that did not go into operation last year. The export of fresh salmon has become yearly greater and last year a refrigerator service was inaugurated with a freezer at Port Haney and several carloads of frozen salmon have been shipped east. About 8,000 persons more or less of the time are employed in the British Columbia fisheries, some one million and a half dollars worth of capital is invested, the commercial product of which is over three million dollars.

While on the subject of salmon reference may be made to the great promise given of the halibut fisheries. Recently Capt. McKenzie of the Eliza Edwards discovered the winter feeding grounds several hundred miles north on the coast and succeeded in bringing back fifteen tons of fine fresh halibut as the result of seven days fishing. The whole consignment was shipped to Boston at a profit. Capt. McKenzie describes the sea as full of halibut for miles. This is opened up a promising field for enterprise. Several deep sea fishing companies were organized in 1891 and this most recent discovery will act as a great impetus to their exertions. And in this connection the scheme for colonizing the west coast with cruiser fishermen is important. The action of the Provincial Legislature is only now wanted to complete it. A long list of valuable economic fishes will no doubt ultimately be incorporated in the commerce of the fishing industry.

THE LUMBER TRADE.

The foreign lumber trade received a general set back from the Chilean war and the financial troubles of the South American republics, which afforded a valuable market for British Columbia lumber. In fact the foreign market generally was depressed, so that in this respect British Columbia in 1891 was not as prosperous as usual. However, towards the latter part of the year there were prospects of brightening up. From Burrard Inlet, which is the principal exporting point, 33 ships went out with about 30,000,000 feet valued at \$310,273. Six ships were loaded at Westminster and several on the Island. A large exporting mill has been completed at Victoria and one at Chemainus. Mr. Haslam is about to build one at Nanaimo. The complete official returns of the lumber industry for the province have not been published yet but will show a material advance. Owing to the large amount of building throughout the province local consumption has been large and local mills have done a good business. A new mill has been built on the Skeena to supply

the north coast demand and in the interior quite a number are under way or projected. At present there are about 45 mills in all in the province with an annual capacity of about 400,000,000 feet.

COAL MINING.

1891 was an unusually good year for coal mining, although for the present the market is depressed. The industry was undoubtedly affected by the long continued strikes at the Dunsmuir mines, but the demand being good the output of the New Vancouver Coal Co.'s mines were largely increased and as indicated in the speech from the throne, the total output for the year will exceed 1,000,000 tons or an increase of 50 per cent. over the year previous, which is a most satisfactory showing. A new mine has been opened on Protection Island and several more shafts are in prospect of operation. A good deal of prospecting generally has been done throughout the province and extensive deposits have been definitely located and applied for in the Okanagan valley, the Nicola valley and in southeastern Kootenay, as well as on Vancouver Island adjoining existing mines. It is announced that the New Vancouver Coal Company has made arrangements for a special line of steam coaling vessels between Nanaimo and San Francisco.

VARIOUS IMPORTANT ENTERPRISES.

Apart from the industries enumerated in the foregoing, several important ones of various character have been inaugurated at various points in the province. In Victoria are to be noted, the new flouring mills of Hall, Ross & Co.; the National Mills, for the manufacture of oatmeal, by Brackman & Ker; terra cotta works; an extensive brewing and malting concern; O'Kell & Morris' fruit canning and preserving works, and others. In Vancouver, the British Columbia sugar refinery, which employs 100 men and has an output of 150 to 200 barrels of sugar per day has been put in operation; the British Columbia iron works, also doing a large business, have been established. Besides these are a quite extensive shipbuilding business, a candy factory, a furniture factory, the opening of a new quarry and a branch pork packing establishment. It has become the head-quarters of the Edison Electric Light works and has added a wholesale dry goods house to its business. Westminster has had added the water pipe foundry on the Lulu Island addition and the electric light and city tramway line and has inaugurated the slate quarrying industry, the quarry being situated on Jarvis Inlet, with excellent prospects of doing a fine business. The slate is pronounced by practical slate men the best in America. Nanaimo has made very great progress during the year and has increased the capacity of several of its leading industries and prospected several new ones. A scheme is on foot to develop the marble deposits on Texada Island, said to be very extensive and of the finest quality.

Fruit canning factories have been started at Chilliwack and Ladner's Landing, there being five altogether in the province. A most important undertaking has been commenced in the dyking of Pitt Meadows on a comprehensive scheme of reclamation by local capitalists. This has been followed by similar undertakings in Richmond and Delta municipalities and in



connection with Sumas Plains, by which altogether when completed fully 150,000 acres of the finest land in British Columbia will be protected from the overflows of the tides and the Fraser river. Allied with these reclamation schemes is the prospect to connect Burrard Inlet with Pitt river by means of a canal five or six miles long. Another project on hand is a railway from the Mission branch line of the C. P. R. to Chilliwack on the south side of the Fraser, the first sod of which will be turned at a very early date. In fact, talking of railway projects the air is full of them. Among the many talked of and for which charters are being applied for or obtained, are: The railway to Alaska from Vancouver, from Victoria to Alberici, from Victoria to Westminster, including a ferry scheme, from Port Angeles to Victoria, ferry included, from Vancouver to Ladner's Landing, several more connecting Westminster with Vancouver, one bridging the second narrows on Burrard Inlet, and running north of Burrard Inlet, from Vancouver to Lulu Island and to Westminster, the Nicola valley railway, the Ashcroft and Cariboo railway, a railway down the Columbia from Revelstoke, through the Crow's Nest Pass to Hope, being the short line of the C. P. R.; from Vernon south to the boundary, from Vernon to Nelson, across the Columbia; the Great Northwest Central, making either Victoria or Fort Simpson its terminus, and several extensions of the American systems into Kootenay.

#### FARMING AND FRUIT GROWING.

Some of the foregoing enterprises affect the agricultural interests of the province which are prominently coming to the front. The people of British Columbia recognize that with all their resources, agriculture must act the important part it does in every civilized country, and that to become a great province, it is necessary to become producers as well as consumers, in other words make the balance in favor of home production. At present the province depends for three-fourths of the necessaries on the outside world. By common consent the industry for which the conditions of the province are best suited is that of fruit-growing, to which a great deal of attention is now being paid, but it is not wholly dependent upon that. In the wide range of products indigenous to the temperate zone it excels in most, and where the acreage permits, has few peers in any. The coast is proven to be admirably suited for roots, vegetables, small fruits, pears, plums, cherries and apples, oats, grasses, hops, sugar beet, forestry, floriculture and so on. In the interior valleys, wheat, oats, barley, corn, beans, apples, small fruits, grapes, peaches, melons, tomatoes, hops, sugar beet, grasses, etc., thrive beyond any question. Irrigation in places is necessary, but irrigated lands have proved to be the most productive where facilities for irrigation are possessed. During the past year or two a distinct advance has been made in the amount of land brought into cultivation and especially for fruit-growing and the establishment of the canning industry. A very large number of fruit trees of all kinds are being planted. Last year the Dominion experimental farm saw its first year of practical work and the experiments carried on there are likely to produce excellent results for the province. The impor-

tation of foreign produce from the south is being gradually replaced by home products, notwithstanding the rapid growth of population. Tomatoes, melons and wheat were shipped last year from the interior for the first time, and this is a trade likely to grow into large proportions. Ashcroft potatoes and vegetables are regularly quoted in the commercial reports. We may look shortly for consignments of almonds, grapes and peaches. The pork industry has also started into life. Two cheese factories, one at Chilliwack, and one at Saanich, were successfully established, and British Columbia honey is now being sold on the market and of A1 quality. During 1891, too, several hop yards were brought into cultivation, and it was the province's boast to be able to send a bale of British Columbia hops to the eastern fairs, and which were pronounced of excellent brewing qualities equal to anything grown on this side of the Atlantic. British Columbia hops in small quantities have been sold with profits to the growers, and there is now talk of a number of farmers and others engaging in the industry. The upper Fraser valley on both sides of the river, from Lugsly up is the favorite location so far. It is also worthy of remark that the first silo in the province was built at Chilliwack by Mr. Wells. This is something which if taken hold of in the interior, would change it largely from a beef to a dairy district, as corn does well. Generally speaking, the holding of agricultural exhibitions, the meeting of the fruit-growers' associations, the visits of such men as Prof. Robertson and the British farmer delegates, the sending of agricultural exhibits west, and the coming in of eastern farmers, are having a marked effect on methods, and in a very few years the eastern world will be surprised to find British Columbia supplying its own agricultural wants if not the wants of others. The large land holdings are breaking up and notably in the Okanagan where Lord Aberdeen last year bought a large tract of land for the purpose of creating small holdings and others are following his example. The government's policy of increasing the wild land tax and the announced intention of reserving the agricultural lands for actual settlers will have that effect. In the whole Okanagan district, Similkameen, Nicola, in the north Thompson in the Kootenay and Chilcotin districts, not referring to the lands in the Westminster valley and on Vancouver Island, which will comprise for some years the available agricultural lands, there are large and valuable tracts that should contribute extensively to the sum of agricultural products required for home consumption. Farm lands, which two or three years ago were despised by the real estate agents, are now the most profitable handling.

#### REAL ESTATE SPECULATION.

The market for real estate during 1891 was on the whole fairly active, particularly at the outset, and large quantities for heavier amounts have changed hands, although city property has a mile been quiet. The principal transactions were for residential purposes, business blocks, old country investments and outside properties. Farm lands have sold freely. A distinguishing feature of sale was the placing of townsites, a number of which were offered, with a few number of investors, such as Chilliwack, Vernon, Nelson, Mission, Steveston, Fort

Simpson, South Westminster, North Vancouver and so on. Two or three new municipalities were formed. The principal speculation of this year will be in Okanagan and West Kootenay. One thing which affected British Columbia during the past year, both in trade and real estate, was the great depression existing on the Sound. Hundreds of people seeking employment flocked over and crowded the labor market, which for several reasons already pointed out, was not particularly active.

#### CONDITIONS OF TRADE.

Trade during the year was good, but the year closed with a period of quietude during which collections were not as easy as in the former part of the year. As already stated the depression on the Sound had its effect, and the stopping of the sealing industry, the shortness in the salmon run and the depression in the fir lumber trade, with perhaps too heavy investments on the part of business men, were contributing causes; but as the causes were temporary, so also the effects will be. The tone of business and the confidence in the future never were better. The number of public works and large contracts in hand throughout the Province, the expenditure of up-country trade and the extent of building and shipping were to a large extent compensating elements in trade. In a province like British Columbia, with such a diversity of occupation and resources times can never be hard.

#### BUILDING IMPROVEMENTS.

Reference has been made to the amount of building that went on during the year 1891. Statistics will be better evidence of this. Generally speaking, the buildings were of two classes, large expensive business blocks of brick and stone and improved residences. Victoria had, perhaps, the largest amount. In the old city limits there were 340 buildings erected, twenty-five of which were other than residences, principally business blocks. In the suburbs and annexed district it is estimated that \$600,000 more of buildings were erected, or about \$2,000,000 worth in all. Vancouver erected 320 buildings, 301 of which were residences of an average value of \$1,037 each, and totalling \$357,000 in all. Westminster claims \$650,000 spent in buildings, included in which are five business blocks averaging over \$50,000 each. Over \$350,000 was spent in public works. The electric light plant cost \$100,000, the new ferry \$25,000, a free library, \$25,000; a bridge to Lulu Island and other improvements, \$65,000, and water works when finished, \$380,000. The figures for Nanaimo are not to hand, but the building was considerable and in proportion. Then in all the new and growing towns of the province there must have been an aggregate of at least a million or so more.

#### TRADE AND OTHER RETURNS.

The aggregate trade and business of the province as shown by the various returns greatly increased over former years.

#### VICTORIA.

	1890.	1891.
Customs collections .....	\$691,334	\$1,016,613
Value imports .....	3,270,703	3,821,893
Value exports .....	2,231,401	3,331,820
Post office .....	30,469	33,500

#### VANCOUVER.

	1890.	1891.
Customs collections .....	\$163,726	\$374,415
Value imports .....	607,600	1,232,123
Inland revenue .....	27,656	27,130
Post office .....	18,000	23,914



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The logo for H.S. Wesbrook Agricultural Implements is a rectangular banner. At the top, it reads 'H.S. WESBROOK' in large, bold, serif letters. Below this, the word 'AGRICULTURAL' is written in a smaller font, and 'IMPLEMENTS' is written in the largest font. The banner is decorated with several icons: a globe on the left, a plow in the center, and a harrow on the right. A small circular emblem with the word 'AND' is positioned between the plow and the harrow. Below the banner, the text 'COMMISSIONS EXECUTED - CORRESPONDENCE SOLICITED' is written in a smaller font, followed by 'H.S. WESBROOK, WINNIPEG, MAN.' in a larger font.

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WESTMINSTER.		
Customs collections .....	\$90,231	\$160,300
Value imports .....	256,035	678,573
Post office .....	9,693	10,540

MANAIMO.  
The figures for Nanaimo show a similar gratifying increase.

The output of coal was as follows for the year :

	TONS.
Southfield mines .....	420,783
Northfield mines .....	103,000

Wellington Mines .....	323,627
Union Mines .....	130,917

Total .....

Foreign shipments were :

	Tons.
New Vancouver Coal Co .....	377,561
Wellington .....	229,271
East Wellington .....	58,035
Union Colliery .....	94,000

Total .....

The Government statistics, however, place the output at over one million tons, an increase of 50 per cent. over 1890.

The export trade of the province for the year ending 30th June, 1891, amounted to \$6,257,153 as compared with \$5,545,021 the previous year and \$4,331,306 the year prior to that.

The total imports for the year ending 30th June, 1891, were as follows :

Dutiable .....	\$4,401,417
Free .....	1,031,406
Total revenue .....	1,481,222

The figures for 1890 are \$3,357,111, \$1,030,375 and \$1,078,215 respectively.

The figures of assessment in the cities are interesting. Victoria has grown from \$2,749,075 in 1881 to \$17,700,000 in 1891. Vancouver in six years to \$12,000,000.

In Vancouver some statistics were gathered which do not seem to have been undertaken in the other cities and appear in the Mayor's address. The capital of five building societies is \$1,425,000 with \$183,000 loaned. Public schools in 1886-7 had four teachers and 248 scholars; in 1890-91 24 teachers and 1,700 scholars; twenty vessels were added to the local fleet in 1891, tonnage 1,201, value \$36,690; value of steamers calling at port \$4,700,000; value of local fleet, \$616,900. The ocean shipping inwards amounted to 49,403 tons merchandise in 30 ships.

CONCLUSION.

On the whole the record is a good one and the position which the province occupies a proud one. The object in reviewing the whole province for the year is a commercial one rather than otherwise, because every aspect of industry, business, etc., is commercial when reduced to its legitimate constituent elements, and to give a fairly accurate and reliable resume of what has been accomplished and of the business outlook. In a few words, building, contracting, shipping, coal mining and speculation in real estate have been particularly active; trade has been good, but depressed below what it would have been had all the conditions been as favorable as they usually are; salmon canning, sealing and lumbering were not up to the mark of former years and by reason of exceptional circumstances; farming or as termed on the coast ranching has not developed to that stage where its success or failure of crops materially affects business, but as it was the record was a progressive one and the outlook exceedingly hopeful.

Flour Milling in the West.

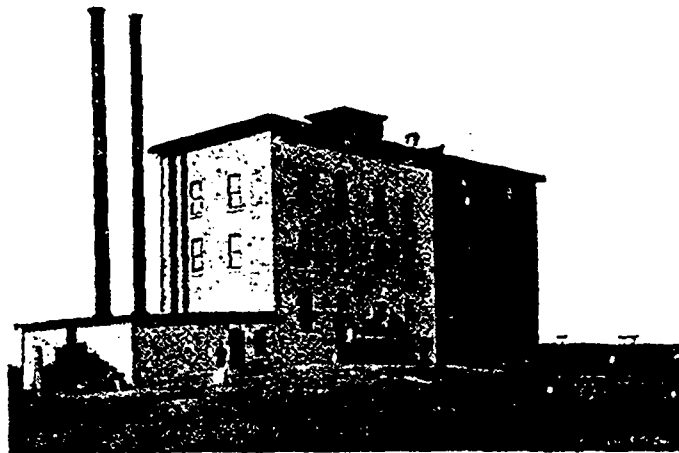
A SHORT ARTICLE SHOWING THE RAPID DEVELOPMENT OF THIS LEADING INDUSTRY.

As wheat is the great product of Manitoba and the surrounding country, so also flour is the principal commodity of manufacture in the country. It is therefore a matter of interest to trace the growth of this industry. Roller process milling was established in Manitoba in 1882, during which year the large Ogilvie mill was established in Winnipeg. D. H. McMillan & Co, who had previously operated a stone process mill in Winnipeg, converted this to a roller mill the same year. In the early days of the Red river settlement, the people ground their wheat by hand, in the little hand mills brought out from Scotland by the Selkirk colonists. Small coffee mills were also used in some cases to grind up grain for domestic purposes. Later windmills were used for manufacturing flour, and still later water power and steam mills were established, so that at the time roller process milling was introduced, there were a number of steam stone process mills in the country. These were all on a very small scale, and the total milling capacity of the country was limited indeed.

Qu'Appelle .. McMillan Bros .....	225
Regina .....	100
Gretna .....	100
Morden .....	100
Manitou .....	60
Pilot Mound .....	75
" .. G. C. White .....	50
Crystal City .. J. W. Cochran & Co .....	125
Clearwater .. Western Canada Loan Company .....	50
Boissevain .. Preston & McKay .....	150
Carman .. M. H. Glendinning .....	50
Treherne .. W. & J. Grey .....	125
Holland .. J. Moir .....	50
Emerson .. Fraser and Co. .....	300
Stonewall .. J. B. Rutherford and Co .....	120
Souris .. McCulloch and Herriot .....	150
Arden .. Moore and McFarlane .....	100
Neepawa .. Beautiful Plains Milling Co .....	100
Minnedosa .. F. and E. Pearson .....	75
Rapid City .. G. McCulloch and Co .....	150
Shoal Lake .. Shoal Lake Milling Co .....	150
Birtle .. Arrow Milling Co .....	100
Millwood .. Mitchell and Bucknall .....	75
Assessippi .. Henry Gill .....	50
Russell .. J. G. Boulton .....	60
Duck Lake .. W. Stobart and Co .....	60
Prince Albert .. Hudson's Bay Co .....	75
Wawanesa .. John Gregory .....	75
Rosengood .....	75
Total flour mills .....	8,225

OATMEAL MILLS.

Winnipeg .. S. Nairn .....	75
Brandon .. Alexander, Kelly and Co .....	50
Port's Prairie .. Johnston and Co .....	75
Pilot Mound .. H. Whitelaw .....	—
Total .....	200



FLOUR MILLS OF PRESTON & MCKAY, BOISSEVAIN, MAN.

Since the introduction of the roller mills, progress in milling has been rapid. In 1889 the large mill at Keewatin, the property of the Lake of the Woods Milling Co., was completed, with a capacity of 1000 barrels. This mill has since been very considerably enlarged. Below will be found a list of the mills now in Manitoba and the Territories, showing the place where each mill is located; also the owner and capacity of the mill:—

LIST OF MILLS.

Town.	Owner.	Daily capacity barrels.
Keewatin .....	Lake of the Woods Milling Co .....	1,800
Winnipeg .....	Ogilvie Milling Co .....	1,050
" .....	Hudson's Bay Co .....	200
High Bluff .....	W. R. Calhoun .....	75
Port's Prairie .....	Portage Milling Co .....	600
McGregor .....	R. Whitelaw .....	125
Austin .....	D. Groves .....	150
Carberry .....	Man. Milling & Brewing Co .....	300
Brandon .....	Alexander, Kelly & Co .....	250
Oak Lake .....	Leitch Bros .....	250
Virden .....	Koester & Son .....	75
Moosomin .....	Smith & Brigham .....	125
Cannington .....	Moose Mountain Trading Co .....	75
Whitewood .....	A. Robinson .....	20
Wolsley .....	W. D. Cook .....	100
Indian Head .....	W. R. Bell .....	225

A few of the smaller mills on the above list, are not full roller process, being old stone process mills, with some roller machinery added. There are also a few old stone mills which are not mentioned on the above list, but these are practically gone out of use, or are operated only occasionally, and they would not add materially to the total capacity as given above.

NEW MILLS IN 1891.

During the season of 1891, the milling capacity of the country has been increased by about 1,200 barrels per day, by the construction of new mills and the enlargement of old ones. One of the most important new mills erected during the year, is the mill of the Western Milling Company, at Regina, Assiniboia territory. The mill at Regina was burned down a few years ago. Last year a splendid crop of wheat was raised in the Regina district, and this induced local parties interested to build a new mill to replace the one burned. The mill building is a fine brick structure of four and a half stories. The machinery is all new, and is operated by a 100 horse power Wheelock engine. The first floor is taken up with cleaning machinery and

heavy shafting. On the second floor are located twelve sets of 9 x 24 inch belted rolls. A line of 26 elevators run through the centre of the mill. There are also two power packers and four bag packers; also a chop roller mill. The third floor has aspirators, two purifiers, one bran duster, one shorts duster, three dust collectors, bins, etc. On the fourth floor are eight inter-elevator flour dressers, two little wonder dressers, and one stand scalper. In the attic are the elevator heads, one stand scalper and two Hexagon scalpers. The capacity is 100 barrels.

A small roller mill was established during the year in the Mennonite village of Rosengood, in Manitoba, with a capacity of about 75 barrels.

In addition to these two flour mills added to the list during the past year, an oatmeal mill was established at Portage la Prairie, in Manitoba, by Johnston & Co., making four oatmeal mills in the province. An oatmeal mill was established at the place named some years ago, but it was burned down, and the one built last year replaces it.

During the present year there will be considerable addition to the milling capacity of the country. Last fall the Lake of the Woods Milling Company purchased the flour mills at Portage la Prairie, from the Portage Milling Company. The property is being increased from 300 to 600 barrels per day, and as the old machinery will be taken out, it will amount to a new mill. The mill owned by the same company at Keewatin, is being considerably enlarged. The increase in the capacity of these two mills is accounted for in the list of mills given above. At Miami, in Manitoba, a company has been formed to build a mill. At Killarney, also in the province, an effort is being made to establish a mill. At Calgary, in Alberta territory, a mill will in all probability be built this year, a large bonus being offered in aid of such an industry. There are several other points where there is more or less probability of a mill being established. Though the number of new mills added during the past year has not been large, there was much more work done than usual in overhauling old mills, and replacing machinery with newer kinds. The mills of the country are therefore in better shape to turn out good flour, which is even a more important matter than that of capacity.

Altogether, the milling industry in Manitoba makes a good showing. Nine years ago we only had a few stone mills, which were hardly able to supply the then limited local demand. Now the list shows forty-five flour and four oatmeal mills. Our flour finds a market eastward across the Atlantic in the United Kingdom and continental Europe, while westward occasional shipments have been made across the Pacific to the great empire of the Chinese and the land of the Japanese.

#### THE ENGRAVING.

The engraving accompanying this article is of the full roller mill owned by Preston & McKay, and located at Killarney, Man. The elevator in connection is also shown. The mill has a capacity of a hundred and fifty barrels in 24 hours, and it is known as one of the best country mills in Manitoba the machinery and

everything about it being of the best. It is situated in one of the choicest wheat sections of Manitoba.

The mill was erected in 1889, and started grinding November 18, of that year. The building is of stone, 30+48, fifty feet high, with cut stone sills, cornets and arches, being probably the finest mill building in the province west of Winnipeg. The basement, grinding and purifier floors are each 11 feet high, the bolting floor 17 feet high. The machinery consists of a full line of cleaners, 9+24 and 9+30 Allis' rolls, Smith purifiers, dust collectors, centrifugals, Inter elevator, bolts, etc., producing 150 barrels in 24 hours. The engine room, 30+35, contains two large hoilers—either of which has sufficient capacity to run the mill, and a Brown automatic cut off engine, steam pump, etc.

In the summer of 1890, a large iron-clad elevator of 30,000 bushels capacity, with an 11-foot basement for flour storage, was built on the north end of the mill. A year later, on the west side of the mill, and not shown in the cut, a large warehouse, 60 feet long, iron-clad, was built, the switch running between the warehouse and mill. In this warehouse all the flour, bran and shorts for the present is sacked and trucked into the cars, leaving the grinding floor of the mill for the local and gristing trade. Preston & McKay also do a grain business, their property being favorably situated on the grain market of the town.

### Dairying in Manitoba and the Territories.

Elsewhere in this issue we have referred to the advantages this country possesses for dairying, on account of the abundance of its rich, natural meadow grasses, its healthy climate, and the ease with which winter fodder may be prepared. At the annual meeting of the Manitoba Dairymen's Association, held in Winnipeg about the close of January, some figures were given showing the progress of dairying in this country. In the spring of the year 1886, we had only three regularly organized cheese factories, and a few cheese dairies in Manitoba and the territories. None except the cheese dairies had so far been successful. Centrifugal cream separators were then introduced, one having been operated at the time in the parish of St. Francois Xavier. A creamery on the cream gathering plan was then organized, equipped and operated, but unfortunately it did not succeed. Such was the state of co-operative dairying in 1886. In 1887 two centrifugal creameries were established, and Manitoba creamery butter made its first appearance in the British Columbia markets, where it soon acquired an enviable reputation. During the same year Manitoba creamery butter made a clean sweep of all honors at the Dominion and provincial shows at Ottawa and Toronto. We next turned our attention, to the further extension of the factory system. In 1888, three centrifugal creameries and nineteen cheese factories were operated. It appears that some of these cheese factories had been established too soon, for in 1889 only ten out

of the nineteen cheese factories were operated, but on the other hand five creameries were added to the previous number. A desirable reaction must have taken place during the following year for twenty-five cheese factories and eleven creameries were operated during the season of 1891, showing an increase of seven folds, in the number of factories, and eight folds in the butter and cheese production in five years. It is not very much, but if the same rate of increase can be kept up during the next five years, we shall do well. In 1891 there were 600,000 pounds of cheese and 200,000 pounds of butter produced by these factories.

In tracing the location of these factories we find thirty in Manitoba and six in the Territories. Fifty-five per cent. of all factories are to be found within sixty miles of Winnipeg. Hence the city of Winnipeg is to-day the greatest dairy centre of the West.

### Western Exports.

The district east of Manitoba exports lumber, minerals (especially silver), fish and furs. Manitoba exports wheat, oats, barley, flax seed, potatoes and other vegetables, including celery and cauliflower, flour and millstuffs, oatmeal, linseed oil and meal, ground feeds and oil cake, cattle, butter and cheese, wool, hides, fish, etc. Assiniboia territory exports grains and flour, dairy products, cattle, hides and wool. Alberta exports coal and cattle. Alberta and Saskatchewan territories are not sufficiently advanced in agriculture to produce any considerable surplus of grains, etc., but the new railways to the North Saskatchewan open up fine agricultural districts, which will soon begin to export similar products to those of Manitoba. Each of these territories have much forest wealth and undeveloped mineral resources. Saskatchewan has considerable fishery wealth. British Columbia exports coal, lumber, minerals, principally gold, fish, canned salmon, fruits, furs, with unlimited mineral resources awaiting development. The great northern region has fish, furs, minerals, timber, and large areas of agricultural and pastoral land, but furs are yet the only exports.

Allan Hobson, of Killarney Man., received first prize for the largest crop of oats grown anywhere in Canada, from seed supplied by a Toronto wholesale seed house, the prize being awarded by the seedsmen.

The Hon. Thos. Greenway, Premier of Manitoba, has instructed Mr. McMillan, agent in England of the Manitoba government, to make every possible effort to induce agricultural laborers to go to Manitoba next year. During the year just closing the grain crop in Manitoba has been unprecedentedly large and as the acreage under crop has also increased considerably, it appears that farmers were unable to gather the harvest as quickly as desired. While farm laborers get from £4 to £5 per month working the year round, at special seasons, such as hay making and harvest time, they are paid as much as £7 to £8 per month. During the last three years the demand for men has steadily increased, owing to the much larger acreage under crop, and the Manitoba Government has decided to do everything possible to meet this demand in future.

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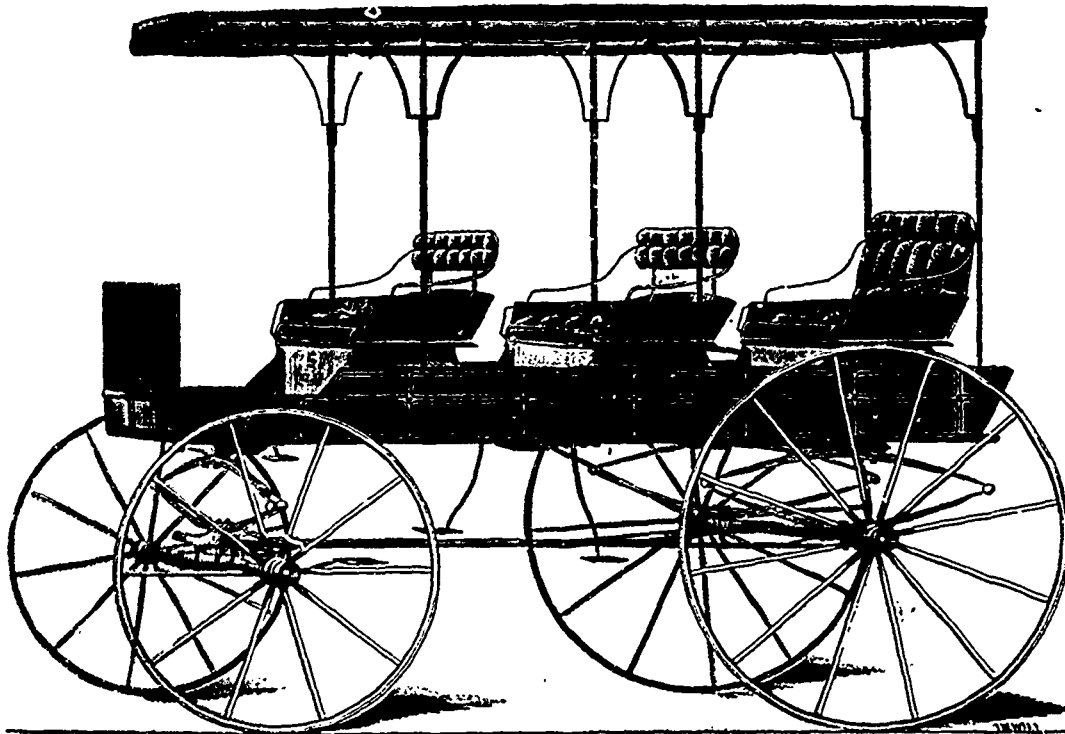
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## WINNIPEG BOARD OF TRADE.

Following is the yearly report, presented by the Council of the Winnipeg Board of Trade, at the recent annual meeting of the Board:—

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, 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, 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 certifi-

cate 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, 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.

### GRAIN WEIGHERS.

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, Brandon, Qu'Appelle, and Regina, also forwarded copies of a petition prepared by the Winnipeg bodies. H. J. Macdonald, M. P., and A. W. Ross, M. P., waited on the Hon. J. J. C. Abbott, with the secretary, 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:

### AN ACT TO MAKE FURTHER PROVISION RESPECTING WEIGHERS OF GRAIN. 54 VIC.

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, intitled, "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 of 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 weighing in such forms 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 grain in respect of which it is issued."

### EXCURSION FROM DULUTH.

In November the council had the pleasure of welcoming to the city a large number of visiting members of the Chambers of Commerce and Jobbers Union of Duluth. The programme of reception comprized a drive around 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 Commercial Travellers' association with the Commercial Travellers Association of Canada, desires to express its opinion that no action should be taken which would tend to weaken the unity of northwestern 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 Travellers' 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 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 the 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 the 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 a memorial, and it was decided to request members of the provincial legislature and others to join the board in signing the memorials, and presenting them to the government. On the committees 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 fife, Nos 1 and 2 Northern; and under the amended inspection act, the "commercial grades," No. 3 hard, No. 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 the boards of trade and other trade bodies in sending representatives to a confer-

ence 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 trusts 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.

W. J. Akin, who was elected treasurer at the last annual meeting having left the city sent in his resignation, and the council elected Geo. J. Maulson to fill the vacancy.

#### IMPROVEMENT OF RED RIVER.

Early in May last Jas. 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 sur- 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. Andrew's 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

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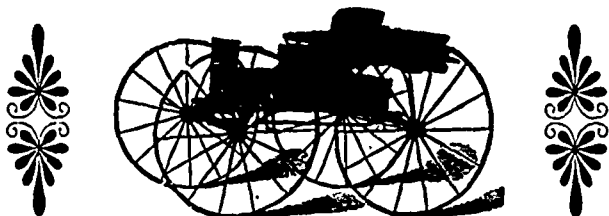
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DEALERS IN ALL KINDS OF

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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. Mellon, 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. Mellon, 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 and 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 the enterprise, but would also result in a great benefit to the city and province at large, and this council unhesitatingly recommends such an en-

terprise 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 benefit 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 people brought in contact with him.

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.

FIRST ANNUAL BANQUET.

While the matter of holding an annual banquet by the board has frequently, in past years been discussed, it has never until the present assumed definite form. Arrangements have been made for a banquet on the evening of the annual meeting day and the council trust that a general gathering of the members of the board will be had.

TREASURERS STATEMENT FOR YEAR ENDING 31st DECEMBER 1891.

RECEIPTS.	
To balance from last year .....	\$ 647 33
To Entrance fees and subscriptions..	1335 00
To Grain Exchange for rent.....	100 00
	\$2082 33
DISBURSEMENTS.	
By Secretary, balance salary, 1890....	200 00
By Secretary, salary for 1891.....	900 00
By rent.....	200 00
By share telephone and caretaker....	45 00
By stationery, printing and advertising .....	100 45
By postage, telegrams and petty.....	42 88

By expenses delegation to Ottawa re. amendments Inspection and weighing Acts .....	85 00	\$1573 00
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Balance in Bank ..... \$500 00  
 Balance on hand this year really exceeds balance at the end of 1890 by \$61 07, as a liability on secretary's salary for 1890 of \$ 22 was not paid out until February, 1891.

GEO. J. MAULSON, Treasurer.

Audited and found correct,  
 ANDREW STRANG, } Auditors.  
 M. BULL, }

An Interesting Address.

Following is the address delivered by president Stephen Nairn, at the recent annual meeting 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 been 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 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 shown 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 On-

tario 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 any one 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 per acre), 305,600 acres of oats, yielding over 14,000,000 bushels (an average of over 48 bushels per acre), and 89,500 acres of barley, yielding about 3,200,000 bushels (an average of over 36 bushels per acre), making a gross total of over 40,000,000 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 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 leading levels. There are large amounts returned

from the consolidated revenue to the rural municipalities, aggregating about \$60,000 yearly. These monies 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 was once started could be left to local authorities or a commission, and the expense of drainage refunded by the lands benefited 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 pathmasters, 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 over run 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 no one who will allow noxious weeds to grow unlawfully on his land.

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 few years we can get rid of this pest.

#### RAILWAYS.

During the past 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 fifty 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 not 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 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 AND 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 or another. We all know the necessity of low rates of freight for our export grain trade, and to obtain this "the easiest the shortest route to watercarriage 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 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 great regret that after all the trouble the board took in getting the legal objections removed that the trial or tlay 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 3,000 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 dis-



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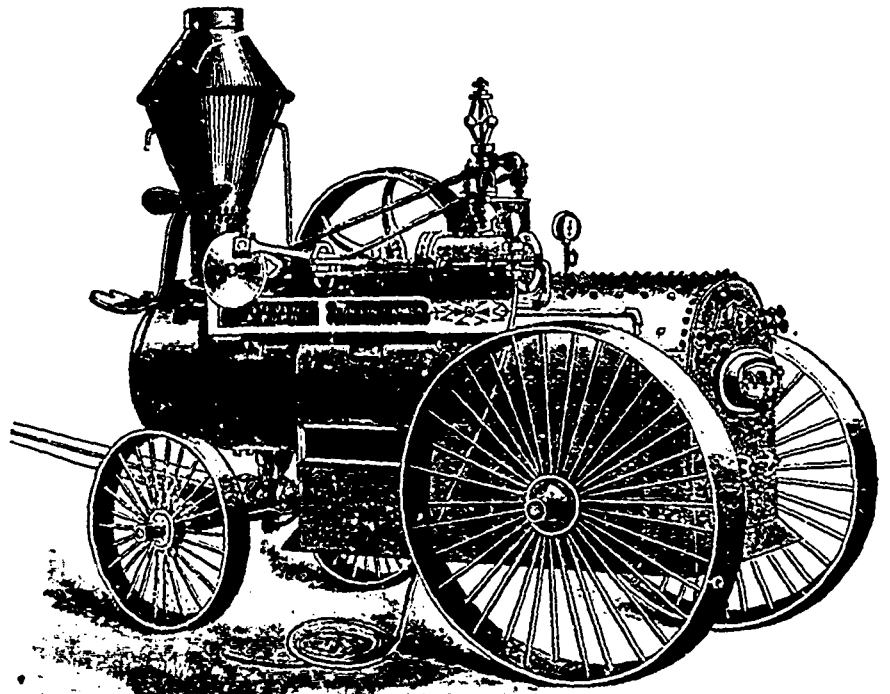
J. I. C. Separator.

Ertel Victor Hay Press.

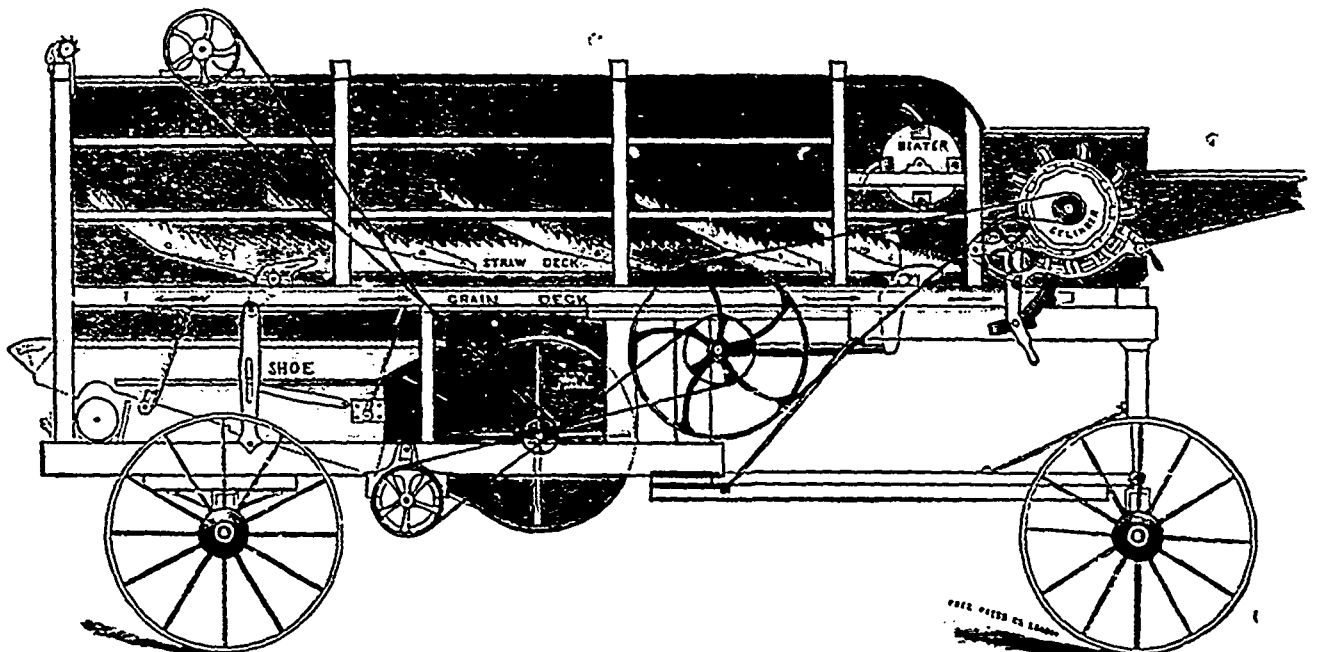
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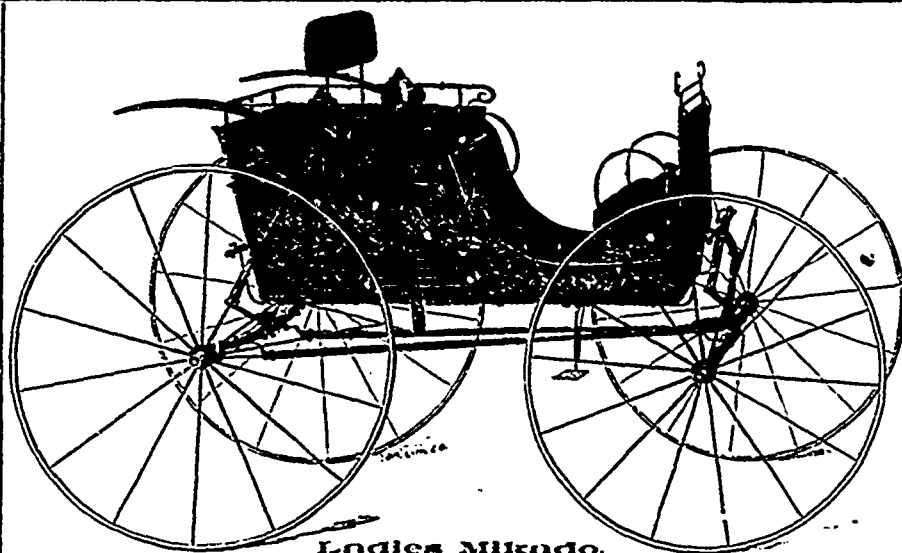
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156 Princess Street,

WINNIPEG, MAN.

ness the question of where the best point would be to have accumulating and sorting elevators, 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 seaboard.

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 proportion 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 effected 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 in 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. 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 the 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 Men's 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 is 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.

### The Dinner.

A new departure was taken by the Winnipeg board of trade this year, in holding a dinner on the evening of the annual meeting, which it is intended to make an annual affair. A condensed report of this was given in THE COMMERCIAL of February 8, and we will in this number give only a brief report of some of the speeches.

#### OUR COMMERCIAL INTERESTS.

The next toast was "Our Commercial Interests." J. H. Ashdown spoke in reply to this toast, of the representative character of the gathering, the guests being from various sections of the province, and of this first dinner of the board of trade as making an era in the commercial progress of Winnipeg. Other places had seen their most prosperous times when this country was little more than a game preserve, and when those who believed in its future were looked upon as a visionary in their views. He spoke of Winnipeg's beginnings, of its having been early made a trade centre for the vast territories of the north and west, and even the south farther than a greater respect for international boundaries has since allowed us to go. From that time to the present Winnipeg has taken a position as the centre of the country and has been without a rival. He did not claim for Winnipeg in the Northwest the relative position ascribed to Paris when it was said "Paris is France"; yet the metropolis, if true to the national aspirations and hopes of the country, must wield a great influence. The gentlemen who had preceded had spoken of the great resources of the country, of the doubling, trebling and quadrupling of the population and products of the country within ten or fifteen years. Manitoba is the best settled portion of these territories, yet has less than 1,500,000 acres under cultivation, where the cultivable area of the province is nearly 50,000,000 acres; consequently we have only about 1-37th part of the cultivable area under cultivation. In view of the fact that the area cultivated has nearly doubled since 1857, we cannot doubt as to the future. It will tax to the utmost capacity every transportation facility we have to carry the crop of last year to the markets of the outside world. Those facilities will have to be increased in every possible way. Mr. Ashdown dwelt at some length on the way in which Winnipeg is bound up with the welfare

of every other part of the country. He referred to criticisms that had been passed on the board of trade for turning aside to interfere with matters that did not concern it. The excuse, he said, was the good of the country. If the board had interfered with persons, corporations or political parties, it had not been from a wish to do so, but because there was some object that would serve the whole body politic. In concluding he said he was proud of the country and of the city, he was proud when he saw the bright faces of the children as they swarm from the schools, to think that they would occupy this grand heritage.

#### OUR EXPORT TRADE.

"Our export trade" was responded to by J. A. Mitchell. He did not profess to be familiar with our exports except in the line of the grain business. He had no data in connection with the cattle business, or those of furs, hides and dairy products. He mentioned, however, that farmer had shipped two carloads of cattle from one point in Southern Manitoba. Five years ago, he said, we had to import beef. He spoke of 12,000 bushels of wheat having been exported in 1778, and of R. Gerrie having sent a carload to Scotland as a sample of the yield. Last year the board of trade reported 11,500,000 bushels exported, flour and wheat included. This year the estimated export was 20,000,000 bushels of wheat; 4,500,000 of oats, and about 1,500,000 of barley. Thus the increase since eleven years ago has been 30,000,000 bushels; and yet our exporting trade was but in its infancy. Mr. Mitchell further spoke of the importance of accumulating elevators in Winnipeg, in view of the natural facilities of this city. He hoped the Hudson Bay railway would do all that is expected; but he did not consider that it went far enough. Quite as important as the Hudson Bay railway, the Canadian Pacific and the Northern Pacific railways or the straight line to Duluth, was the improvement of our lake navigation. Last year the Sault canal of Lake Superior handled more stuff than the Suez canal. He asked what would be done with 20 feet of water and no transhipment between Duluth and Liverpool, if all this could be done with 14 feet of water. He said 10,000 million bushels had been transferred at Kingston this year; and yet very little of our grain has gone out by Kingston. Without transhipment we would be in the position of Montreal. He urged that efforts be made to secure all these different facilities for export.

#### MANUFACTURING AND MILLING INTERESTS.

"Our Manufacturing and Milling Interests" was responded to, first by F. L. Drewry. He dwelt particularly on the manufacturing side, showing first the importance of manufacturing in converting raw material into wealth in employing labor, enhancing the value of property and bringing about a happy and prosperous state of affairs. He found that since 1880 there had been an increase of over 500 per cent. in the number of hands employed in the manufacturing. In foundries and machine shops only ten men were then employed; now there were 75, without counting the railways; these employ 408 machinists in their shops; also 211 carpenters, car finishers and painters. In 1880 we had 8 miles of graded streets; in 1891, 86 miles. Then we had 10 miles of sidewalks;

now we have 124 miles. In 1880 there was not a foot of pavement, to-day there are ten miles of well paved streets. Then there were two miles of sewers, now there are 22 miles. Mr. Drewry compared some of the buildings, the post office, the government buildings, the city hall, the flour mills, etc., of that time with the corresponding fine structures of the present. The Canadian Pacific railway came in 1879; to-day the company had over 600 men, representing a population of 2,400 employed in the shops. He compared the progress of Fargo in ten years, its population having increased from 2,693 to 5,604, or 110 per cent. with that of Winnipeg from 7,985 in 1880 to 27,000 last year.

S. A. McGaw, responding to the same toast, gave an interesting history of milling in this country, from 1815, when the first wheat was ground by mills brought by Lord Selkirk. One of these was built of two stones, three feet in diameter and three inches in thickness; its capacity was five bushels in 24 hours. In 1864 a small grist mill was established at Fort Garry; its capacity was twenty-five bushels in 24 hours. In 1876 flour was imported by the Red river and sold for the sweet little sum of \$8 a barrel. Mr. McGaw told of Ogilvie & Hutchison, of Goderich, obtaining some Manitoba wheat as an experiment, paying about \$1.22 a bushel for it. In 1882 stone mills were used; the total capacity was seven hundred barrels per day throughout Manitoba and the Northwest. To-day the milling capacity, including the mills at Keewatin is over 8,000 barrels per day, and they can grind up to something like 10,000 bushels per day. Of the crop of 1881 there were only 272,000 bushels to grind. At that time the Ogilvie mill was started in Winnipeg. Mr. McGaw spoke of the improvements continually going on in roller mills, and of the many distant markets found for Manitoba flour; comparing the crop of 1891 with previous crops he said there was a lack of strength which had been increasing from year to year owing to farmers sowing poor seed. He showed the serious injury resulting from smut; the expense of cleaning being 10 cents a bushel, and the effects being even then not removed.

#### OUR FINANCIAL INTERESTS.

The next toast was that of "Our Financial Interests." Duncan McArthur, replying to the toast, said: Manitoba, in common with all the other provinces of the Dominion, is to be congratulated on possessing a banking system which not only has a high intrinsic excellence as such, but which is fully adequate to supply all the banking requirements, present and prospective, of the entire country. Founded to a large extent on the Scotch system, ours has had grafted on it from time to time as the country developed, special features adapted to the peculiarities of Canadian commerce; and since the finishing touches were given to the Banking Act of 1890, whereby among other advantages we have secured what may be termed a homogeneous currency which passes, free from all doubt as to its value, throughout the length and breadth of the Dominion, and now stands acknowledged by all competent authorities as one of the best, if not the best, banking systems of the world; the magnitude of our banking interests is gasped only by a few. At the present time the amount of invested capital including reserve funds, is about \$35,000,000; the deposits of the public amount to \$149,000,000 and of the Government to \$5,000,000. The

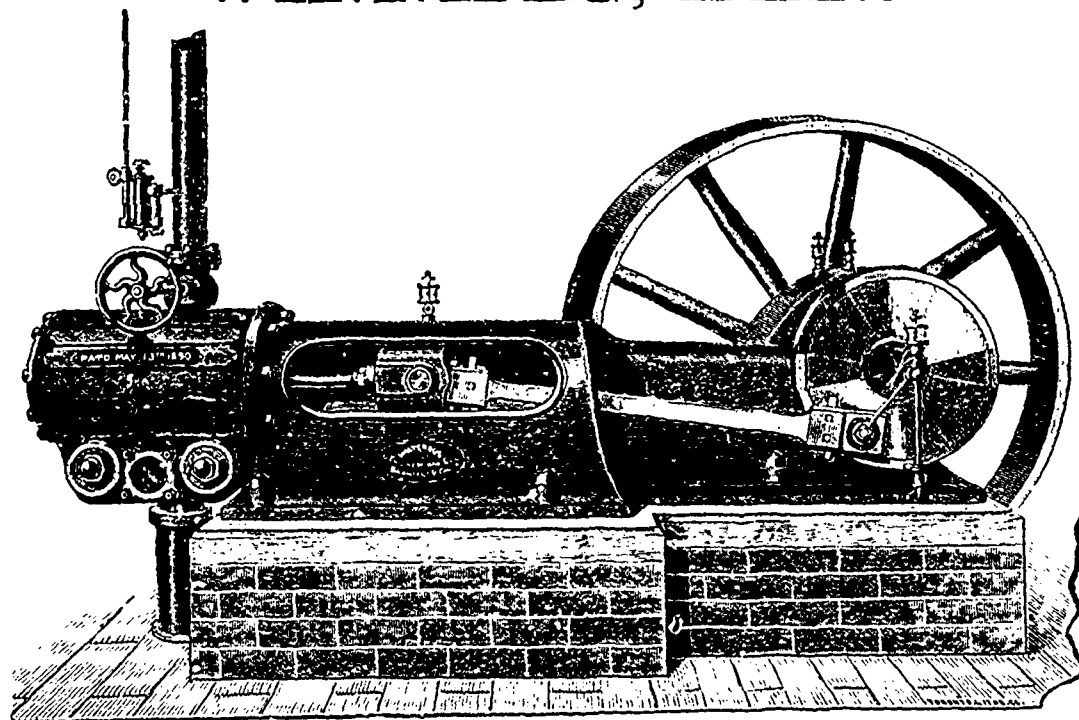
amount of bank notes in circulation is \$38,000,000. Here we have a body of banking capital, primary and auxiliary, amounting to the enormous total of \$277,000,000, the proper management of which has an immense and an intimate effect on all the other commercial interests of the country. We are well supplied with banking institutions in Manitoba. We already have branches of a large number of the leading banks of Canada, and others will no doubt follow. In a new country like this the more banks we have the better; money is absorbed in legitimate business here so rapidly that we cannot but welcome every new monetary institution that comes to supply our needs. It is fortunate for Manitoba, which we are proud to see is already ranked amongst the great wheat growing countries of the world, and which in the course of a year or two will treble its present yield—a result which will require correspondingly increased banking facilities—it is fortunate that our banking currency is sufficient, both as to volume and elasticity, to meet all the requirements in connection with our great and growing grain trade, without doing injury to any of the other great branches of commerce. Our banking system in short is one which we may all be proud, and one which from its extensive ramifications and its adequacy in every essential respect to meet the requirements of the country is justly entitled to be a national system.

J. H. Brock followed, dealing chiefly with the mortgage and loan companies' business. He said that in 1872 the total amount of money employed by loan companies in Ontario was \$14,000,000; and that in 1886 the total was \$74,000,000, which amount has since been very considerably increased. He held that the loaning business bears the same relation to farmers and those building up cities and towns that banking institutions do to the commercial and other personal interests. He pointed out the benefit of these companies to the country in bringing in money at a low rate of interest. The real estate of Ontario, he said, was worth \$450,000,000 in 1872, and \$1,100,000,000 in 1886. The amount of the loans made on land was \$70,000,000 or only 6½ per cent of the value of the land, and not half the value of the assessed value of live stock and farm implements, \$157,000,000. Hence the encumbrances on the land had not been increasing in proportion to the value of the land. Mr. Brock had been in business here twelve years, yet he had been surprised to find that there were twenty-six companies engaged in loaning money in Manitoba. These represented a total capital of \$104,385,000. It was estimated that the loans on real estate in 1881 were \$5,000,000; this amount had increased to \$17,633,000. The business done by individuals and corporations not engaged in general loaning business, increased this total amount to \$19,500,000. Mr. Brock touched briefly on the fire insurance and life assurance business, stating that, with one or two exceptions, all the companies doing business in Canada were represented here. The fact that they were doing prosperous and successful business showed the affairs of the country to be in a satisfactory shape. A case has not yet occurred when companies had not been able to respond to the claims on them. Asking how we can increase the taxable property of the city so that improvements can be had without increasing the

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WINNIPEG, MAN.

ENGINES



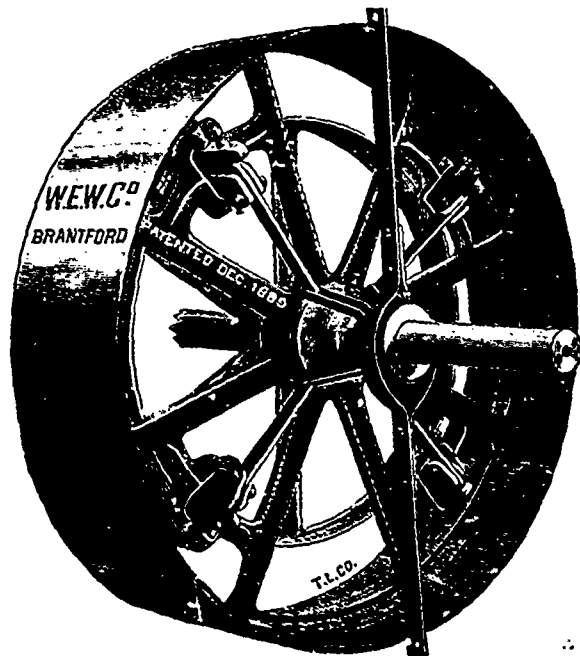
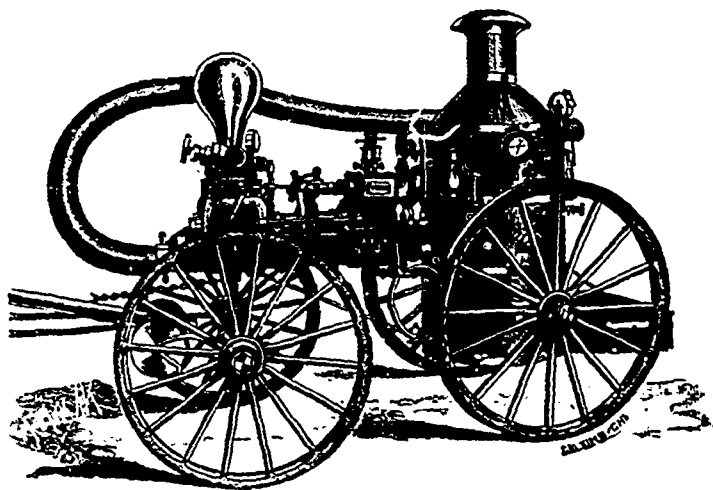
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burdens, he suggested that the importance of getting a railway line to Duluth and of improving the navigation of the Red river be impressed on the parliament of Canada. He spoke also of the development of the water power at our doors, as of importance in enabling us to reduce the cost of manufacturing, and thereby draw population and capital to the country. He held that it would pay the city of Winnipeg to take hold of this enterprise. He further said that it had been estimated that the deepening of the Red river so that cordwood could be brought direct to Winnipeg would save the city \$50,000 a year for fuel.

#### THE CITY OF WINNIPEG.

Mayor Macdonald replied to the toast of "The Mayor and City of Winnipeg." As mayor it was his duty to acknowledge the courtesy implied in the toast; and as an old-time resident, who had been sharing Winnipeg's fortunes since 1871, there were recollections and associations which made the present occasion one of great pleasure to him. He had watched with interest the growth of the board of trade, and at this the first of its annual banquets they found themselves assembled in a magnificent structure, offering a striking contrast to the conditions that prevailed when he first knew Winnipeg. Twenty years ago Winnipeg had a population of 450 or 500, with the railway 350 miles away to the south. To-day the population was 27,000 and the city was already a great railway centre and destined to become, in the near future, the greatest in Canada, when the Duluth and Winnipeg, the Hudson Bay and other projected lines were built. With its rich possibilities the city of Winnipeg could make the puny village of twenty years ago the Chicago of the west. It was only a question of Winnipeggers being true to themselves and their opportunities.

#### OUR GUESTS.

Thos. Marks, of Port Arthur, in replying to this toast said: To the west of Lake Superior undoubtedly the best men in Canada wended their way; in the bull's eye province was to be found both the beef and the brains of the Dominion. He thought that in analogy with the United States, Winnipeg was the St. Paul and Minneapolis and Port Arthur the Chicago of the Dominion, of course speaking on the wheat and other products of the province. Winnipeg would grow the wheat, Port Arthur would take it to the sea. The essential and most interesting point he insisted on was the construction of deep water canals to the sea, canals that could carry ships with two thousand tons to Montreal, if necessary, to Liverpool. Thus charges would be cut in two. (Amen.) Nature had designed the St. Lawrence as the natural outlet for western produce. It rested with western men, if in 15 or 20 years, perhaps, such a canal system were effected, and in such case there would, he ventured to prophesy, be more people west of Lake Superior than east of it.

#### Farming Far North.

E. J. Lawrence, of Fort Vermillion, Northern Athabasca, writes the American *Agriculturist*: "This is, so far as I am aware, the most northern farming community of the American continent. We are situated in latitude 58° 45', and longitude 114° W. I hope none of your eastern readers will shiver at the mention of the far North. I came from the east in 1879, hav-

ing spent my early winters between the River St. Lawrence and Connecticut, and I can say, after twelve years experience here, that, by far, my hardest shivering was done in the east. When the winter sets in, which it usually does about the middle of November, it seldom thaws sufficient to melt the snow until the last of March, so that it lies as soft as feathers on the ground, and seldom exceeds two feet in depth and frequently less than one foot. Horses graze the year round and do wonderfully well. Cattle, as a rule, require to be fed for three or four months. The country is in the hands of the Indians, who are peaceable, and some of whom we have induced to give up their roaming life, and take to a less precarious way of obtaining subsistence than by the chase, as game of nearly every kind seems to be getting scarce. The children readily take to domestic life, and are as apt to learn as the average white children. Spring usually opens about the 1st of April. Last year I began seeding April 27th. August 1st I began cutting the barley, and the wheat was ready towards the end of the month. None of the wheat from last year's crop yielded less than forty pounds of flour per bushel of sixty pounds. In addition to these crops, I have successfully raised nearly all the common varieties of garden vegetables, some-times including tomatoes, beans, and cucumbers."

#### Calgary.

Western people generally have a weakness for boasting and blowing about the phenomenal growth of the town or city they live, and there are few towns or villages in the Northwest, which would not disappoint the visitor from a distance, had he read before visiting the glowing accounts of its alleged progress. In this respect the city of Calgary, Alberta, is an exception. Eight years ago the town consisted of the store of I. G. Baker & Co., and a few shacks, but with the entry of the C. P. R., a time of bustle and hurry set in, and continued as long as the work of railway construction through the Rocky Mountains went on. As was the case with a number of other north-western towns, most people at a distance believed, that after mountain construction on the C. P. R. was completed, Calgary would sink back into a quiet little town at the foot of the mountains, destined never to amount to much. So general was the opinion among outsiders, that few realised or even suspected the steady growth, which was going on in the mountain gateway city. When, however, the Dominion census returns of 1890 were published, and it became known, that Calgary was the second city of the Northwest in population, people were astonished at the progress which had been silently but surely going on there. Now, in the beginning of 1892, Calgary is a city of about 4,000 inhabitants, and is as lively a spot for business as can be found between Lake Superior and the Rocky Mountains.

Calgary is a beautifully located city, lying in a natural amphitheatre, scooped out by thousands of years of the wash of the Bow and Elbow rivers, with the cold clear waters of the latter running past the city site, and the white peaks of the distant Rockies peering up in the distant west. The city, too, is fast assuming a metropolitan appearance. The wooden buildings of the past are fast disappearing, and are

being replaced by others of stone, from quarries only a few miles distant, where lies by far the finest building stone in the Canadian Northwest. The city has over 140 places of business now, and the number is fast increasing. Some of these are mercantile houses of considerable magnitude, carrying stocks of \$75,000 and even \$100,000 worth of goods. Already quite a jobbing trade is done in flour, feed and such like, and one house in the hardware line does quite an extensive wholesale trade. For a purely wholesale grocery house there is a splendid opening at present, and other jobbing concerns will soon be badly wanted.

Besides being the key to the mountain country in a commercial sense, Calgary has now a fresh field to the north for a jobbing business, along the 200 miles of the Calgary and Edmonton line of railway, while on the extension to the south to Macleod an equally good field exists. That these roads will be extended further, and that others will be built in the near future is almost a certainty, and every move in this direction is another index finger pointing to Calgary as a coming wholesale mercantile centre. It is to be hoped that its people will not fail to make use of these advantages within their reach. The business people of the city have shown plenty of enterprise in their own locality in the past, but the time has come, or is certainly close at hand, when they must apply their enterprise and energy in a more extended form, for assuredly no city west of Winnipeg possesses such an opportunity of becoming very soon an important distributing centre.

#### Encouraging Words.

At the recent annual meeting of the Winnipeg Industrial Exhibition Association, retiring president Alex. Macdonald, wholesale merchant, Winnipeg, gave an interesting address, from which we clip the following:—

"Winnipeg is and promises to continue the largest and most important city in the Canadian Northwest. Back of it is the largest and most fertile undeveloped territory on the American continent, every acre of which is destined in time to come under cultivation. Our city stands on the threshold of this great country which will necessarily be contributory to it. We are midway between the Atlantic and Pacific, and already an important point on the greatest line of railway in the world. We shall, I trust, soon become the initial terminus of another railway which is to supply to the Northwest a northern route to the markets of the world, and which, from the many and singular advantages it will confer on the country, is destined to contribute, in a marked degree, to its development. Our future, therefore is full of promise, and not the least of these expectations of which we are warranted is that, if true to ourselves, and the interests confided to us, we can make of this Winnipeg Industrial exhibition, so auspiciously inaugurated in 1891, the great Central Fair of the Dominion"

It is estimated that 2,000 persons have moved from the states of North and South Dakota, to Western Canada, during 1891. These people brought with them their live stock and effects, and they are now comfortably settled in Manitoba, Assiniboia, Saskatchewan and Alberta.



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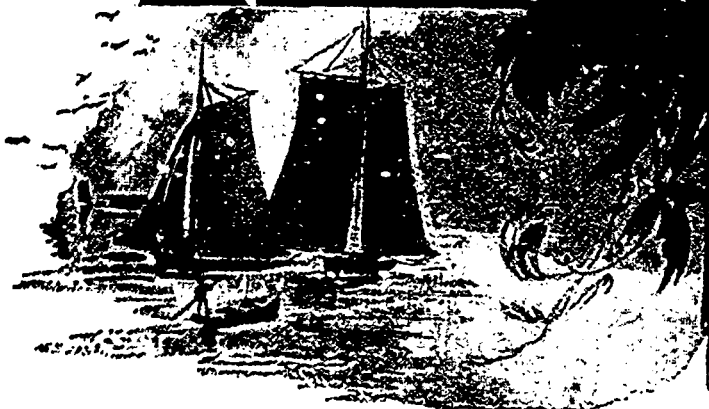
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# WINNIPEG, Manitoba.

### Some Winnipeg Industries.

It would be almost impossible to give in detail a notice of all the industrial concerns in Winnipeg, especially the long list of small institutions, many of which are foundations upon which great industrial superstructures will yet be built. These we must leave out at present, as we also will the milling concerns, which are treated of elsewhere in this supplementary issue. Only a few of the leading ones can be treated here, and we commence with the works of

#### THE VULCAN IRON CO.

These works were established near the close of 1880, and even at that time but a modest institution compared with what they are at present. They are located in the Point Douglas district on the line of the C. P. R. track, and cover over three acres of ground, the blacksmith shop, the machine shop, the pattern shop and other less important departments, and are fitted with every modern facility for the manufacture of iron work heavy and light. The machine shop has its huge lathes, its horizontal and vertical boring machines, and other improved appliances, while the foundry is capable of casting the heaviest kind of pillar and other building work. The company turn out besides building details, vaults and v.ilt doors, engine and boilers and every class of wrought and cast iron work, and have their business relations extended all over Manitoba and the Northwest Territories. In iron bridge work they have furnished the material for quite a number of important structures throughout the country. The institution when in full blast employs from 75 to 100 hands and is therefore one of the most important industries of the city.

The company although a joint stock one is practically owned by a few prominent business men, and the officers are Mr. F. H. Brydges, of Winnipeg, vice-president, Mr. W. R. Allan, of Winnipeg, secretary-treasurer, and Mr. John McKechnie, mechanical superintendent.

Another important industry, which has grown wonderfully well since its establishment in 1881, although it has had many difficulties to contend with are the works of

#### THE MANITOBA BARB WIRE CO.

These works are located near the foot of Lombard Street, on the line of the transfer railway, and make up an institution of considerable magnitude. At present the works have a capacity of about five cars of barb wire a week, but this can be enlarged at any time without adding to the works. Running full the works give employment to about 45 hands, so that their value as a factor of population entitles them to considerable consideration. At present these works are mainly under the management of Mr. W. D. Pettigrew, and that he will add to their importance and prosperity is beyond a doubt, if we are to judge from his record in other lines of business.

One special feature of this company's works is that they manufacture their own wire direct from the rods, and can draw out any gauge of wire down to 27 gauge. The company also do their own galvanizing and other work of that description; so that the factory is a complete institution in its way, and can turn out any class of wire work which the demands of the country may make.

The time is gradually drawing near, when the fencing wire required in this Northwest will be all manufactured where it is used, so that there is every reason to believe, that the Winnipeg Barb Wire Works will, in a very few years, grow to large proportions. The rate at which agriculture is progressing throughout this new country, certainly warrants such a prediction.

The business of lumber manufacturing is one which has not grown in Winnipeg during the past ten years, as most mills are now located in outlying districts near to a supply of timber. The only saw mill now running here is that of Mr. D. E. Sprague, in the Point Douglas district, which is one of the live industrial institutions of the city. This mill is usually kept running at full capacity during the season, and gives employment to about 35 hands.

Another prominent industrial institution connected with the lumber trade is BROWN AND RUTHERFORD'S PLANING MILL.

This institution is also located in the Point Douglas district, and it dates back among the oldest of Winnipeg's manufacturing institutions, the same parties having been in that business for over fifteen years. They manufacture all kinds of ornamental and other necessaries for building, and have for years also carried on quite a large business as builders and contractors. Their mills during the season furnish employment to nearly 40 hands, at least three-fourths of whom are skilled artisans.

Messrs. Murray & McDermaid also operate another planing mill in the southern part of the city, where they employ about 25 hands during the season. The firm have also done quite an extensive business for years in building and contracting.

The North Star planing mill of R. D. Paterson, on Main Street, near the C. P. R. track, a somewhat smaller institution, when added completes the list of planing mills in the city.

One very valuable industrial institution, which has grown from very small proportions during the past ten years is

#### R. F. HUTCHINGS' HARNESS FACTORY.

The fine solid building on the corner of Main and Market Streets, where Mr. Hutchings' business is located, is one of the imposing business concerns. The street floor with its attractive front and retail department inside; the wholesale department on the second floor, and the different branches of manufactures on the two upper floors, all combine to make up one of the largest concerns of its class in Canada. Mr. Hutchings manufactures every class of harness and saddles and various other leather goods, and usually employs about 40 hands, although, during the rush of the season the number often increases to between 50 and 60. The establishment is completely equipped in every respect, and to the credit of its owner be it said, that it has grown to its present proportions within ten years, from a small shop employing less than ten hands.

W. N. Johnson & Co. also do a large trade in leather, with harness and collar manufacturing departments, their specialty being heavy harness and horse collars. They employ about fifteen hands.

#### BRYAN AND CO.'S CIGAR FACTORY.

Over eight years ago Mr. Thos. Lee started a small factory of this class, employing only a few hands. Two years afterwards he was

joined by Mr. George Bryan and the present firm name was assumed. From that date the rapid growth of the institution set in, until now it furnishes employment for some 40 hands, and its manufactures are well and favorably known all over Manitoba and the North-west Territories, in many instances taking the place of goods that were formerly supplied from factories in the east.

Altogether this factory furnishes quite a monument of energy, enterprise and business tact, and it promises to grow to quite a large industrial concern under its present able management.

An institution which has grown with steadiness, and now takes a prominent place among the industries of Winnipeg, is the

#### KEDWOOD BREWERY.

The present proprietor, Mr. E. L. Drewry, secured control of the place in 1880, since which its business has steadily increased, until it now employs over 40 hands. It has a malting capacity of 50,000 bushels during the season, a large proportion of which is shipped in car lots to brewers and others on the Pacific coast. It has also a beer and ale manufacturing capacity of 100 barrels a day, and this product finds a market all over Manitoba and the Territories, as well as in British Columbia. Quite an extensive bottling business is done at the brewery, and the bottled goods have even a wider market than the bulk goods. The works stand upon a plot of six acres of ground, so that there is plenty of room for increasing capacity, as the demands of the country and the increasing business of the brewery dictate.

Another institution of a similar kind, which shows a healthy growth, is

#### THE WINNIPEG BREWERY.

This institution is one of the oldest industrial concerns of the city, although it is only some five years since the present proprietors Messrs. McDonough & Shea, took possession. Since then it has been thoroughly overhauled, refitted and improved generally, and is now supplied with every modern appliance. The firm make all their own malt, and do considerable business in the sale of that article.

The brewing capacity of the institution is 60 barrels a day, and this product finds a ready sale in the city and all over the province, and as far into western Ontario as Port Arthur and Fort William.

A factory which has shown a steady and healthy growth since its location in its present quarters, early in 1883, is

#### PAULIN AND CO.'S BISCUIT AND CONFECTIONERY FACTORY.

This firm is composed of W. H. Paulin and J. H. Chambers, and these gentlemen have, by using only the finest of materials, steadily gained a hold upon the trade throughout this country, until the sale of their goods now reaches west to the Rocky Mountains, and even into the Pacific province. Their biscuits are made from the finest flour, and their "sodas" are now recognized as second to nothing made in Canada. The factory is located on Ross Street, in the centre of the city, and is a large four-storied structure, 36 by 100 feet in area. In confectionery also the firm have aimed only at first-class goods, using only the best of pure sugar in the manufacture. The two branches now furnish employment for some 40 hands, and there is every reason to suspect

that this number will be largely increased during the next few years.

No more useful institution was ever established in Winnipeg than the works of

#### THE ROYAL SOAP CO.

These works were located in Winnipeg in June, 1889, and have in less than three years increased the amount of business done amazingly. The works are located on Princess Street, covering an area of 135 by 145 feet, while the building is three storeys in height. Although called a company, the business is actually carried on by a firm, Mr. W. R. Allan and Mr. M. Ball being the partners. The latter takes the practical management, and under his care the rapid progress has been made.

The aim of the firm from the first was, by a careful study not only of the wants of this country but of the peculiarities of the water available in different sections, to produce an article in soap, such as no eastern manufacturer has ever supplied to the Northwest. In a toilet soap they have been eminently successful, and their "Royal Crown" now takes precedence of all laundry soaps in the market, so that eastern makers have to be content with supplying lower grades at reduced prices. They have also attained similar excellence in a washing powder, which is fast driving other competitors out of the northwestern market. In toilet soaps they aim to furnish equally fine goods, and it is only a question of time, until they down all competitors in this line, as they have in others.

The factory has now a capacity of \$1,000 boxes a week, which is taxed to its utmost at times, while employment is furnished for some fifteen hands. Altogether the industry is a valuable one to Winnipeg, although as yet only in its infancy.

There are numerous other industries in Winnipeg, which might be referred to, and not a few which are showing rapid growth, but space will not allow of a reference to all. We shall refer to only one more, namely, the tanning and boot and shoe shop of

#### MORTON, ALEXANDER AND MORTON.

A few years ago this firm conceived the idea of manufacturing boots and shoes from the green hides which were being shipped in thousands out of the city. They started a small tannery and surprised even themselves with the fine quality of leather they produced. Next they started their shoe-making shop, and later on their sale store on Main street. The industry is yet but a small one, giving employment to some fifteen hands, but every indication points to its becoming in time a large and prosperous manufacturing concern. Its founders and proprietors have fought a hard fight, and established their reputation as manufacturers of first-class goods. That great success awaits them in the near future is beyond a doubt.

#### NEW INDUSTRIES.

Quite a large number of small industrial concerns have been started in Winnipeg during the past year and quite a few others are about to start. In fact there seems to be a feeling of industrial enterprise pervading the community at present. Space admits of the mention of only a few leading ones, and first among these we select

#### THE NORTH-WEST WIRE CO.

This company is a purely local one, with its

directorates selected from amongst prominent local men. Its president is Mr. Heber Archibald, its secretary Mr. W. T. Kirby, and its mechanical superintendent Mr. John Bedard, who with Messrs. F. W. Stobart, A. M. Nanton and D. E. Sprague as ordinary directors make up its executive.

The company have already constructed works in the north end of the city on the line of the C.P.R. road, where they have a spacious and solid structure of brick and stone 80x50 feet in area, and they are preparing to build as soon as spring opens an addition 50x50 feet, thus making a building 130x50 feet.

The company have only just started operations, and already they have quite liberal orders to fill, so much so that their additional facilities will have to be rushed with all speed in order to overtake work promised.

The institution has at present a capacity of nearly a carload of fence wire a day, and employs a staff of about 30 hands. When the building addition is made, the capacity will be nearly doubled, and over 50 hands will be required to keep it running at anything like its full capacity.

In a country like the Northwest, where as settlement progresses, the demand for barb wire fencing keeps steadily increasing, the works of the North-West Wire Co. cannot prove anything but a financial success, and the years may be very few until they take their place among the prominent industries of Canada. Under the directorate and management above named, their prosperity and growth cannot help being both steady and rapid.

Another very valuable industrial institution to the city not yet completed will be the cordage works of

#### THE CONSUMERS CORDAGE CO.

It has become impressed upon the minds of manufacturers of binding twine, that a factory for its manufacture in the Northwest, where the demand is increasing more rapidly, than in any other part of the Dominion, has become an absolute necessity. Last year the harvest required 3,795,193 pounds of binding twine, for Manitoba alone, and at the rate at which grain raising is progressing this quantity will be trebled inside of five years from now. Viewing matters thus the Consumers Cordage Co. have stepped in to fill the want, and have secured a site of six acres for their works in the Point Douglas district. To make the enterprise to some extent a local one, the company have decided to float \$100,000 of their stock in the city and province, and this they will have no difficulty in doing. They not going to fritter away any time, for the construction of their works will be commenced at once, and the works so far completed next summer, as to allow of the manufacture of sufficient twine for next harvest demand. The works will be a huge concern from the first, as the company expect to have from 200 to 250 hands at work before next harvest comes around, and the capacity and number of hands will be increased as the demands of the country dictate.

Another factory for the manufacture of binding twine is projected, to be called the North-west Cordage Company's works. This is intended to be a purely local company, and a

number of prominent business men have interested themselves in connection therewith. Mr. Duncan MacArthur, president of the Commercial Bank of Manitoba, is provisional president. This industry may not materialize in time to cater for the wants of the crop of 1892, but there is every reason to believe that it will soon be established as one of the permanent industries of Winnipeg.

### Canadian Pacific Lands.

As noted in another article in this number, the Canadian Pacific Railway Company is the owner of large areas of lands in Manitoba and other parts of the west. A few weeks ago a very important announcement was made by the company, regarding these lands. An active demand has been experienced for lands in the settled districts, and in order to meet and encourage this, the company has decided upon a sweeping reduction in the prices of its lands. There has been a growing tendency of late to secure lands in the older settled districts, convenient to railway stations, schools, churches, etc., and as the free government lands in these districts are about exhausted, lands can only be secured by purchase. It is a general rule of trade, that prices are advanced as the demand increases or competition decreases; but it has not been so in this case. The Canadian Pacific railway company has taken a very generous view of the case, and in the face of a growing demand and decreased competition, the company has cut down the price of land. This will be a benefit to the country at large, in encouraging settlement, and as settlers provide traffic for the railways, the latter will share in the benefits of settlement.

The reduction in price is very considerable, as for instance lands held at \$4 per acre formerly, will now be sold at \$3 per acre, with other lands in proportion. This will be a great advantage to those desiring lands in the settled districts. For instance the purchaser of half a section (320 acres) at the old price of \$4 per acre, or \$1,280, will now get it at \$960.

The company is already experiencing an extraordinary demand for land this year. Sales for the month of January of the present year have been greatly in excess of sales for the same month in any year since 1882, at which time there was a speculative craze for lands. The difference in the demand this year, as compared with the activity of 1882, is, that the buyers are now nearly all farmers or actual settlers. In 1888 there was a brisk demand for lands, but the sales of January this year have exceeded the business of January, 1888, by about three times the amount. When the fact of the reduction in the price of lands becomes known, a greater demand will certainly follow, and the prospect is that the business of the land department for the present year will be the largest on record.

An auction sale of government farm lands, situated near Morden, Manitoba, was held recently. A number of speculators were on hand to purchase the lands, but they were outbid in every instance by resident farmers of the district, who wanted the lands to increase their holdings. This shows that the farmers are prospering, and that they have a high idea of the value of Manitoba lands.

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## Manitoba's Grain Trade.

FROM 500 TO 20,000,000 BUSHELS IN A FEW YEARS.

Manitoba is above all things, known best as a grain country. To speak of the province, is to associate the mind with wheat. Wheat is the staple export. There are a great many commodities which can be produced to excellent advantage in Manitoba, but wheat is the specialty. The soil and climate of the country seem peculiarly adapted to the growth of this great cereal. The two points most desirable in growing any crop are, productiveness and quality. Manitoba excels in each of these respects. The number of bushels per acre which may be obtained in Manitoba, is very large. No other wheat districts of America begin to compete

attend to. Added to this, there is the lack of certain facilities which are always felt in a new country, and which will be rectified in time. During the past two years considerable wheat has been damaged in stack, as a result of hurried and careless stacking, while grain has also been allowed to stand in the stook for very long periods, until the quality was greatly reduced. Wheat which has been damaged in this way, has been sent abroad, and has injured the reputation of our exports. This, however, is not the fault of the country, but is attributed mainly to the fact that many farmers cultivate more land than they can properly care for.

While wheat is the leading cereal crop, other grains do equally as well. The next important grain crop, following wheat, is oats, while bar-

vinco was estimated at about 250,000 bushels. The first shipments of flour from Manitoba were made in the summer of 1882. From the year 1881, the increase in wheat production was very rapid, and in the crop year of 1885, shipments of wheat had increased to about 5,000,000 bushels, including flour. An enormous crop in 1887 caused the figures of shipments from the province to take a big jump, but during the two following years, the crop suffered from drought and unfavorable harvest weather, thus reducing shipments again. The crop year of 1890 again showed a big increase in shipments, the quantity exceeding any previous year by at least 1,000,000 bushels. The present crop year of 1891 is not complete yet, as shipments up to the first of July, 1892, will be included in this crop year. It is estimated, however, that



A FARMERS' GRAIN MARKET IN MANITOBA.

with the wheat regions of Manitoba, and the adjoining territory to the north and west of the province, in the matter of productiveness. This is the more remarkable, as the mode of cultivating the soil in this country is very superficial, in comparison with the labor bestowed upon the land in the older settled districts of the east and south. Farmers from the countries across the Atlantic, are surprised at the small amount of labor devoted to the cultivation of the soil here.

### NO. 1 MANITOBA HARD.

In point of quality, it is hardly necessary to say anything about Manitoba wheat. Its reputation is already established, and we only need add, that the famous, hard, strong wheat of Manitoba is unexcelled by any other country in the world.

While these facts are recognized, it is, nevertheless, the case, that considerable wheat of inferior quality has been shipped in some years from Manitoba. This has been due to a considerable extent to scarcity of help during the harvest, to careless modes of cultivation and harvesting, and to the tendency of many farmers to cultivate more land than they could properly

ley takes third place. Manitoba barley, like our wheat, excels in point of strength, and in some malting experiments with the finest grades of other barleys, the Manitoba grain has come off with flying colors. The farmers, however, as a rule do not bestow that care upon the harvesting of the crop necessary to produce a fine malting sample. Barley, therefore, is grown mostly as a seed grain.

### GROWTH OF WHEAT EXPORTS.

Statistics of the grain crops of Manitoba, will serve as well as anything else to show the wonderful progress of the country. The first record we have of the shipment of wheat from Manitoba, was in the year 1877. This consisted of a small consignment of 500 bushels, sent out in sacks, and forwarded via the Red river to Fargo, thence by the Northern Pacific railway to Duluth, thence to Goderich, Ontario, where it was milled. Each year following 1877, there were shipments of wheat from Manitoba, but there were no railways in those years to carry out the grain, and shipments were limited to a few thousand bushels.

In the year 1881, when shipments could be made by rail, the wheat sent out of the pro-

wheat shipments will be at least 20,000,000 bushels, which shows a large increase over the previous year.

The estimate we give of 20,000,000 bushels of surplus wheat from the crop of 1891, is a moderate one, and is one or more million bushels under usual estimates; but we prefer to take the minimum figures in order to be on the safe side. The record, however, is one of which Manitobans have every reason to feel gratified. From 500 bushels in 1877 to 20,000,000 bushels in 1891, is certainly a wonderful showing. The figures speak for themselves, and there is no need to enlarge upon this aspect of the case. They abundantly prove the value of the country for grain growing. With this record before the reader, it is not necessary to enter into an elaborate discussion to prove the value of the country as a wheat region.

### ONE THOUSAND BUSHELS PER FARMER.

One thing which is remarkable about the wheat crop of Manitoba, is the small number of farmers who have succeeded in producing this quantity of grain. The returns of the Manitoba department of agriculture, show that there were less than 20,000 farmers in Manitoba in the



season of 1891, so that on an average, each farmer has a surplus of over 1000 bushels of wheat, after deducting the quantity required for his seed and for domestic use. This is besides producing a large quantity of barley, oats and other grains, and vegetables, cattle, butter and cheese, etc. What other community on the continent can make such a showing, in producing such a quantity of agricultural commodities per head of population? Manitoba has yet a mere handful of farmers, and of her 50,000,000 acres of land, less than 1,400,000 acres are under cultivation. While the increase of production has been rapid in the past, there is ample room for even as rapid an increase for many years to come, without at all crowding the field.

Viewed from the standpoint of the limited population, the grain production is very large, and this is even more astonishing when we consider that this is a new country. Many of our farmers have only been settled a very short time in their prairie homes in Manitoba, and most of them came here with limited means. That they have succeeded in producing such a large surplus, is abundant evidence of the natural advantages of the country. The only drawback has been, that on account of the scarcity of farm help, and the limited means of the newer settlers, this large production has been to some extent at the expense of quality, or in other words, many farmers have sown more grain than they were able to harvest in good condition.

CROP AREAS.

The area under crop in Manitoba in 1891, as shown by the returns to the provincial agricultural department, was as follows: In wheat, 916,664 acres; in oats, 305,644 acres; in barley, 89,823. A smaller area was devoted to other grains and roots, making the total area of all crops of 1,352,201 acres. This made an increase of 267,407 acres over the total area in crop in 1890, and the increase was distributed among all kinds of crops. The figures of crop area show a steady increase every year. The first record of crop area was taken in 1884, showing the crop area of Manitoba in that year at 490,000 acres. In 1885 the area increased to 597,000 acres; in 1886 to 628,684 acres; in 1887, to 642,831 acres; in 1889, to 937,000 acres; in 1890 to 1,082,794, and in 1891 to 1,350,201 acres. This shows a steady and rapid increase year by year.

The final crop bulletin of the Manitoba department of agriculture, for 1891, gives the average yield of wheat at 25.3 bushels per acre, producing a total of 23,191,599 bushels. Oats give 48.3 bushels per acre, making a total crop of 14,762,605 bushels, and barley gives 35.6 bushels per acre, and a total crop of 3,197,876 bushels. Thus in these three grains alone, Manitoba farmers produced last year over 2,050 bushels each, on an average, besides a large quantity of potatoes and other crops. Of this total of grain crops, the surplus for export of wheat, as stated above, will be 20,000,000 bushels, 4,500,000 bushels, and barley 1,500,000 bushels, or a total surplus of the three leading cereals of 26,000,000 bushels. These figures deal with the province of Manitoba alone, and do not include the settled territory just west of the Manitoba boundary, which has also a considerable surplus of wheat, etc.

MANITOBA'S WHEAT EXPORTS.

Crop (1890).....	4,000,000	bushels
" (1897).....	10,500,000	"
" (1889).....	4,000,000	"
" (1883).....	4,500,000	"
" (1890).....	11,500,000	"
" (1891 Estimated by Government Department) ..	21,000,000	"

WHEAT INSPECTED AT WINNIPEG.

Crop (1886) .....	1,362,600	bushels.
" (1897).....	3,878,800	"
" (1893).....	2,183,350	"
" (1889).....	2,207,400	"
" (1890).....	6,639,000	"

Balance of wheat went out as flour or was inspected at Fort William.

THE ENGRAVING.

The cut accompanying this article is from a photograph taken at Brandon, Manitoba. It shows the line of grain elevators, and the farmers, with their loads of grain, awaiting their turn to discharge their loads into the elevators. A similar scene may be witnessed at almost every Manitoba town, on a busy day during the season for marketing grain.

Our Elevator System.

The rapid growth of the grain trade of Manitoba and the adjoining territory, is admirably shown in the elevator system of the country. Ten years ago there were no elevators in Manitoba. Now the country has an excellent elevator system, unsurpassed by any portion of America. The first elevators were built in 1882, in the Red river valley portion of Manitoba. Now, at every town, village and hamlet in the settled portion of the wheat belt, there are from one to half a dozen elevators. These elevators may be said to be of three classes. There are first the country receiving elevators, constructed mainly for the purpose of facilitating the handling of grain from farmers. This class are the most numerous, but they average much smaller in capacity than the other elevators. The country receiving elevators mostly range from 20,000 to 40,000 bushels' capacity each. They are mostly operated by steam, but some are worked by horse-power. Most of them have facilities for cleaning grain as it is taken in from the farmers. The farmer drives his rig upon a platform alongside the elevator, whence the grain is rapidly dumped into a large hopper. It is then weighed and distributed by the elevator machinery into bins, according to quality, different grades of grain being kept separate. There are very few points which have not one or more of these elevators, but at a few of the smaller markets grain is received into flat warehouses. This requires a slower process of handling, and is unsuited to the busy wheat markets of the country.

The second class of elevators may be considered to include those of a larger size than the ordinary country receiving elevators. These may be called partly storage and partly receiving elevators. They are built in connection with flour mills, or at points where for some particular reason it is desired to have more storage than the ordinary receiving elevator affords. These elevators range from 40,000 to 250,000 bushels' capacity, and in one case one of our mill elevators has a capacity of 400,000 bushels.

The third class of elevators includes the

mammoth storage and handling elevators at terminal and important shipping points. The Canadian Pacific Railway Company has established a line of seven elevators, with an aggregate capacity of 5,500,000 bushels, for the purpose of handling the exportable surplus of our crop on its way to the east. This includes four elevators at Fort William and Port Arthur, on Lake Superior, with an aggregate capacity of over 4,000,000 bushels. A good deal of our wheat goes to these points for winter storage, or for transshipment to boats. The company has one elevator at Owen Sound, Ont., where grain is again transferred from boats to cars, with a capacity of 285,000 bushels. The two remaining elevators are at Montreal, with a capacity of 650,000 bushels each.

The issues of this journal of December 28 and January 4 last, contained a full description of the elevator systems of the country, with a list of all elevators, point of location, capacity, etc. We will therefore only at present give a summary of these elevators. The following will show the total elevator capacity of Manitoba and the adjoining wheat territory to the west, including also terminal elevators at Fort William and Port Arthur:

	Bushels.
Elevators on Canadian Pacific .....	8,445,000
Warehouses " " .....	389,100
<hr/>	
Total storage on C. P. R. ....	8,834,100
Elevators on Manitoba Northwestern	425,000
Warehouses " " .....	229,000
<hr/>	
Total capacity on M. & N. R. ....	654,000
Elevators on Northern Pacific .....	650,000
Warehouses " " .....	7,500
<hr/>	
Total on N. P. R. ....	657,500

Grand total on all roads .....

10,145,100  
This shows an average of over 1,000,000 bushels capacity for every year since elevator construction began in this country. The season of 1891 shows a record of thirty-five new country elevators built on the Canadian Pacific, with an aggregate capacity of 1,112,000 bushels; one on the Northern Pacific, capacity 40,000, and four new elevators on the Manitoba Northwestern railway, with an aggregate capacity of 160,000 bushels, besides the new annex elevator at Fort William, with a capacity of 1,250,000, making the grand total of 2,562,000 bushels' capacity added during the year 1891. This does not include new flat warehouses erected during 1891, which, if added would make a considerable addition to the new grain storage for the year.

Sheep raising is a profitable industry in Manitoba, and many of the farmers are going more extensively into sheep.

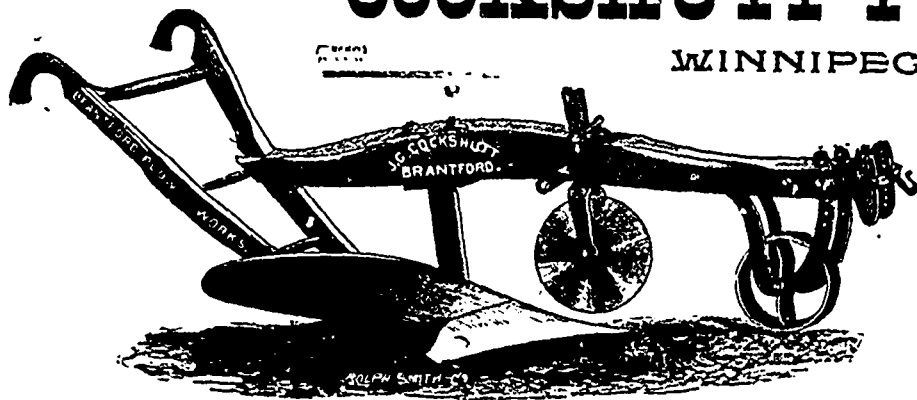
Manitoba has for the past few years been exporting considerable numbers of cattle, and the trade is growing. A few horses have also been shipped from the province, and it is expected that this will grow to be an important industry.

Three loads of wheat were brought in to the mill, here, on Tuesday, says the *Vidette*, published at Qu'Appelle, Assa., by as many different farmers, whose respective crops averaged 56, 54, 52 bushels to the acre. The samples were No. 1 hard, and each turned the scale at 62 pounds to the bushel.



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Manitoba



Wire Co.

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### Our Book-Keeper Kicks.

"There, confound it, I have been through every one of the eight hundred and odd pages in that old ledger of ours and have found only two hundred unsettled accounts. If it were not for the care needed in the examination of so many unsettled accounts, in order to skip no live ones, I could have been out riding with my best girl for the past two hours at least. Why is it, anyway, that book-keepers are using the same old ways of keeping customer's accounts that were in use before I was born? Now, there's the boss, he sits back in his chair (not with his feet on the desk, however. Oh! no!) and just talks for a few minutes to a nice young lady, who pretends to follow each motion of his lips with a funny looking scrawl on her note book, then he excuses her, and while she retires to her cozy little nook to play with her type writer, he comes out to my desk and with a sigh of relief, says well, thank fortune, my work is done—answered that batch of letters in fifteen minutes. And that imp of an office-boy, look at him, just putting away the last letter of that same batch, while I'm talking. Yes, those cabinet files are a great improvement, over the way I had to file letters when I was a boy, used to fold them, writing inside, and put name and date on back and put away in bundles: took an hour or so to find one when you wanted it.

That brings me back to ledgers again; had to look up an item three years old in the account of one of our best customers, found six different places where he had been carried forward in this ledger, and then had to drag the old one out of the corner and hunt through, I don't know how many pages in that. Of course I started at the wrong end!

You know we have to take stock next week, and I must begin opening a new ledger; that will make the fifth since the business started. No, this ledger is not all used up; but it won't last the year out, and the other books start fresh with the new year and we have to preserve uniformity you know. See the waste of time; I have to write two hundred names on the pages which have been allotted to them, (and I spend hours in laying out the various spaces required by the several classes of accounts, and then giving so many pages to each sub-division) after that I must write two hundred names in the new index, and also enter two hundred items and amounts transferred. It wearies me to think of it.

Why can't I tear the old binding off, put in fresh leaves in places most appropriate, and continue the accounts as they are? Well, I might do that, only for the fact that all those old dead accounts would be staring me in the face for another year or two, and I am dead sick of them now. No, I'll do anything to get them out of sight! Why doesn't some genius get up a new fangled machine that you can drop items into and grind out monthly statements by the yard? Blamed if I don't feel like an old used up machine myself, every time I get through my usual semi-monthly thumbing over every page in that confounded ledger."

All this happened yesterday afternoon. This morning the air has been so blue that even the office-boy felt it, and refrained from his usual happy-go-lucky whistle, and has made errands

for himself rather than remain anywhere in sight of that book-keeper.

After lunch, however, feeling better ourselves we ventured to peep at our book-keeper's usual place, and noticing a pleased and contented smile on his face, were thunderstruck at noticing that he was doing just what he was kicking so furiously at, only last evening, thumbing over that same old ledger, and anon pausing to take a fresh sheet from a pile before him, and writing thereon. Curiosity getting the better of our fear of being jumped on, we inquired the reason of the evident change in his feelings.

"Do you see those sheets? That's my new ledger. Oh, yes, you can jump all you like; but it goes all the same! As I go through this old ledger, I put the title of each open account at the bottom of one of those sheets; then when I get through, I can sort them up any way I like; divide them into classes, such as general accounts, creditors, customers, city, country or according to lines of railway, as I please; and then arrange each class alphabetically. You notice the holes at the top? Well,



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that is for the purpose of holding them on a Shannon file. In that way they can't get lost or disarranged. I can use one file for general and creditor's accounts, and one or more solely for customers. Then when an account is paid, I can transfer it in three seconds to a file for closed accounts, and thus do away with all that dead matter I was kicking about. I can show a customer his account and he will not be able to see any of the others. Then too, any account started on these sheets, no matter how many of these sheets may be used, will be all together (that is, the balance due, if any, on the open file, and the used up sheets on the closed file) from now till the end of use of the system.

No, there is no index, that's done away with. The sheets index themselves. See all the time that saves—fully one-half on the posting and two-thirds on opening new accounts.

How did I happen to catch on to the idea? Well, it isn't mine, worse luck! I wish I had the patent on it. I wonder why I didn't think of it myself! After lunch, I called on our old friend, the expert, across there from the post office, and found him working away at posting items on to sheets like those, and after watch-

ing him a few minutes and asking some questions, I wanted that system right away. I rather timidly inquired if I might use the idea, and was surprised to find that he had a stock of sheets on hand, and had been advertising his patent ledger for some time; only I've been so blamed busy digging at this old book, I haven't read any advertisements for I don't know how long. He told me that he had to get out of the old rut in order to do the work that came to him. For nearly two years past, he has been keeping five different sets of books going (writing them up once a month. He got up this system and gave it a thorough trial on three different sets before he had it patented. He showed me one set in which were seventeen hundred closed accounts, stored away in his vault, and three hundred open accounts neatly bound at the top with leather covers, ready for use in the store where they belonged, and as a proof of the saving of time, he makes out the three hundred statements of open accounts for a leading merchant tailor in three hours work which, using an ordinary ledger, containing two thousand accounts as this does, would take nearly all day.

Another set, for which he used the loose sheets, belonged to a firm of contractors and builders, and without any previous knowledge of the business he has been able to keep his accounts classified throughout the progress of various jobs and show results in a manner that would be simply impossible in a bound book.

Just think how nicely my trial balance will come off every month. All the accounts in the various groups in their proper place, and thus showing quickly the progress of the business, and enabling comparisons to be made with results shown in the past. You can't do that with a bound book. No matter how carefully you apportion the spaces required, some accounts will overrun said space, have to be transferred and thus destroy the symmetry of the work. All old book-keepers know that.

### Two New Companies.

The Manitoba Loan and Trust Company is the name of a financial concern recently organized in Winnipeg, the officers and directors being well known local men. The capital stock is \$2,000,000, in shares of \$50 each. The company will invest in mortgages, on real estate, corporation debentures, etc. At present there are quite a number of loan companies doing business in the country, but these are nearly all branches of companies which have their headquarters in Eastern Canada or Great Britain. A good local company will, no doubt, receive a liberal patronage.

The other institution to which we refer in the heading above, is the Great West Life Assurance company. Nearly all the Life Insurance companies of Eastern Canada, besides several United States and Old Country companies, have offices in Winnipeg, and some have important investments in this city. The Great West, however, is the first local company to take the field. The authorized capital is \$100,000, in shares of \$100 each. The stock of this new company is now on the market. At present large sums of money are annually sent out of the country, in payment of premiums on life policies. A new country always stands in need of capital to develop its resources, and the money sent away for life insurance, if kept at home for investment here, would be a considerable gain to Manitoba. This is the object of the new Life Company now formed in Winnipeg. The money which it receives in business will be invested at home, instead of being sent to Toronto, Montreal, New York, London, Glasgow and other cities,