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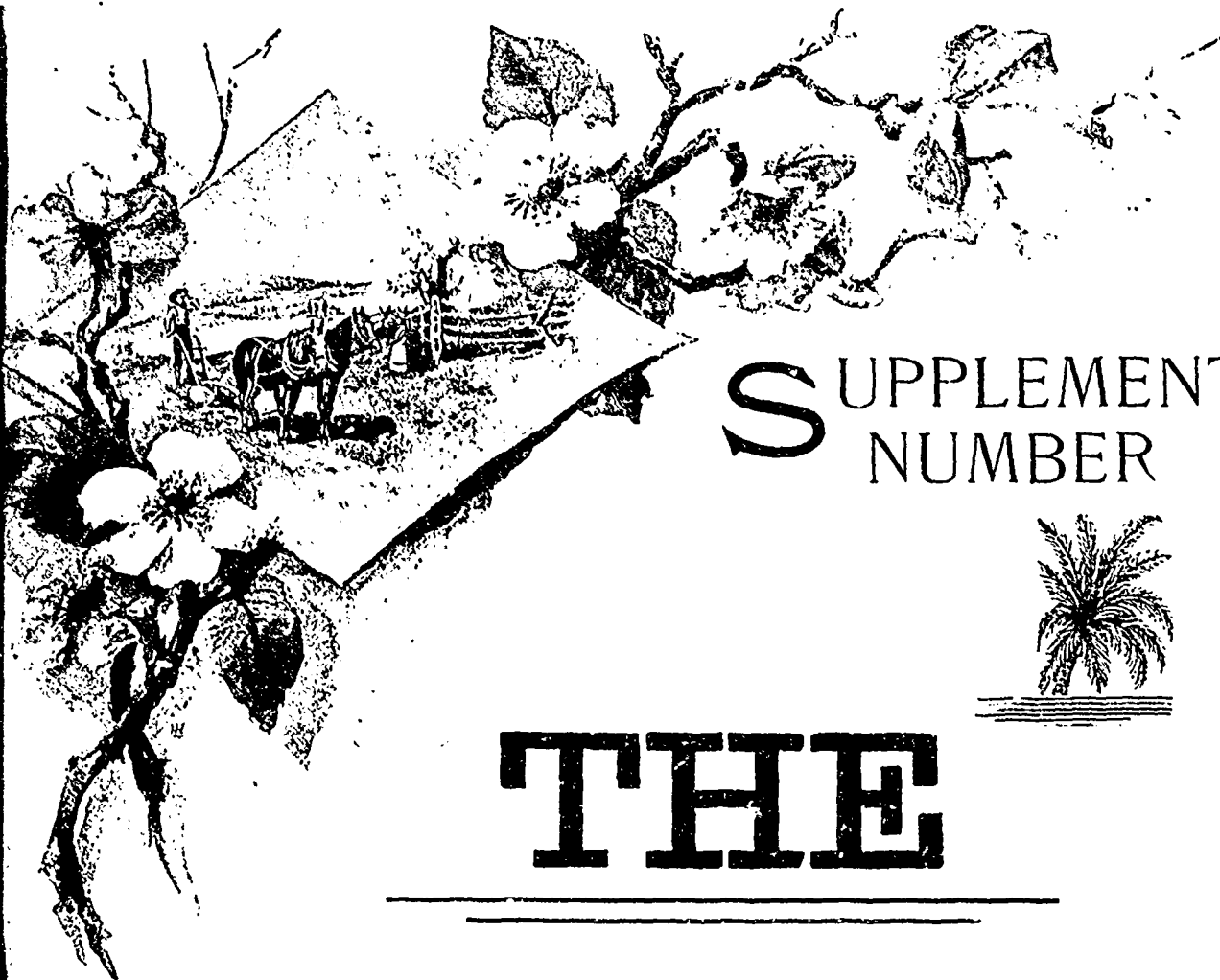
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THE

COMMERCIAL

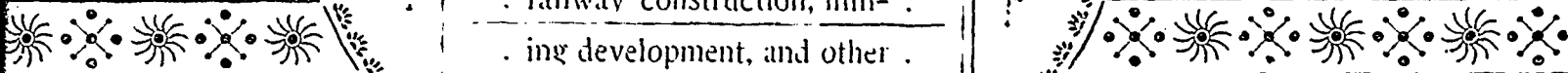


CONTAINING

A summary of the commercial .
. progress of Western Canada .
. from Lake Superior to the .
. Pacific Coast, together with .
. annual reports of Winnipeg .
. Board of Trade, notes on .
. railway construction, min- .
. ing development, and other .
. affairs.

February 12th,

1894.



They Have No Superior.

THIS IS THE GENERAL VERDICT UPON
THE FINE ALES, BEER AND PORTER
BREWED AT REDWOOD BREWERY.



ON THE
RED RIVER
AT WINNIPEG

REDWOOD
BREWERY.

EDWARD L. DREWRY PROPRIETOR

THE MOST COMPLETE AND EXTENSIVE BREWERY
AND MALT-HOUSE IN WESTERN CANADA.
EMPLOYS MORE MEN THAN ALL OTHER BREWERIES
IN MANITOBA AND NORTH-WEST COMBINED.
EXCISE DUTIES PAID IN 1877 WERE \$400.
IN 1893 \$20,000. WAS PAID - MERIT WILL TELL!

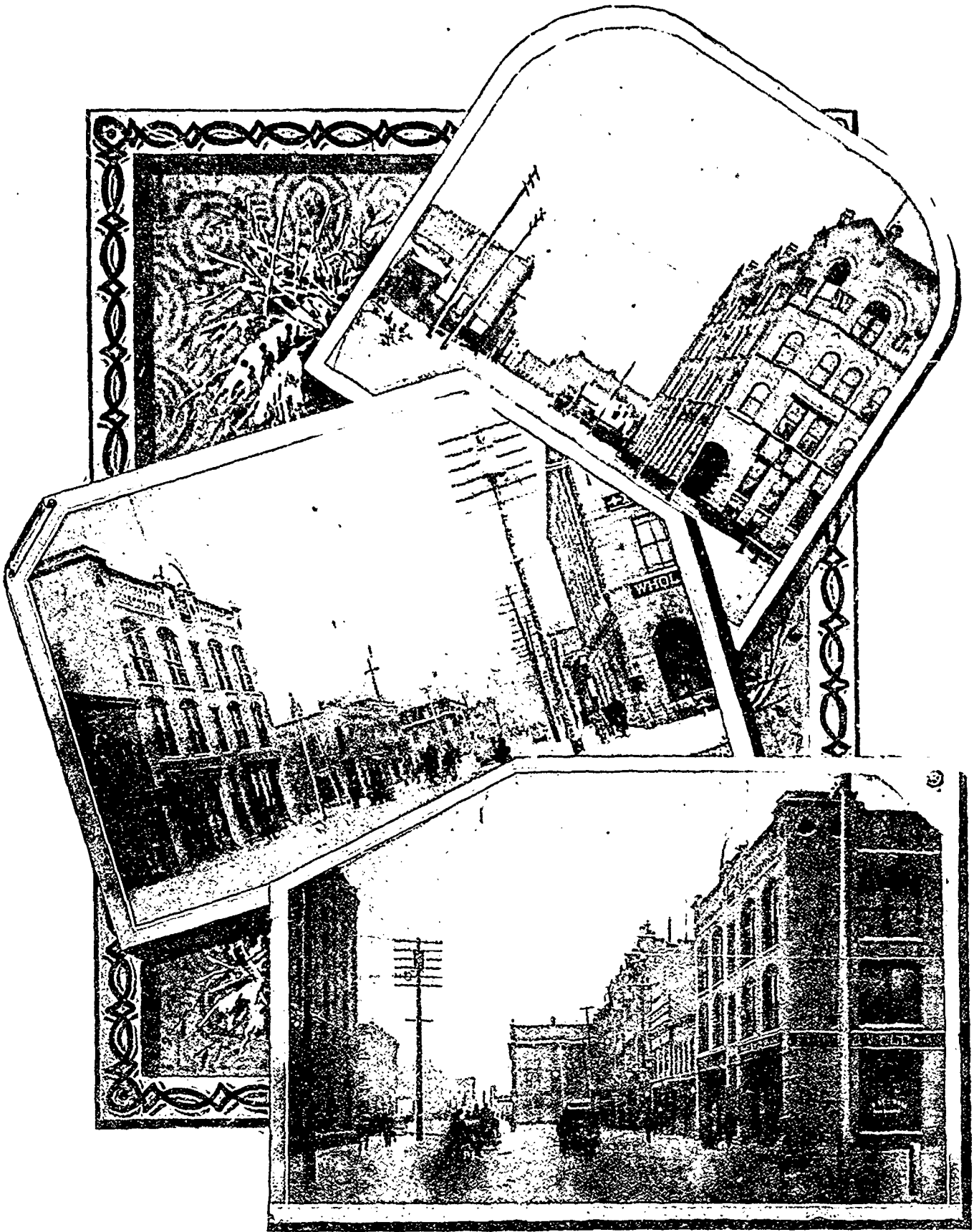
1877

Time Ales
Extra Porter
And Premium Lager

J.E.H



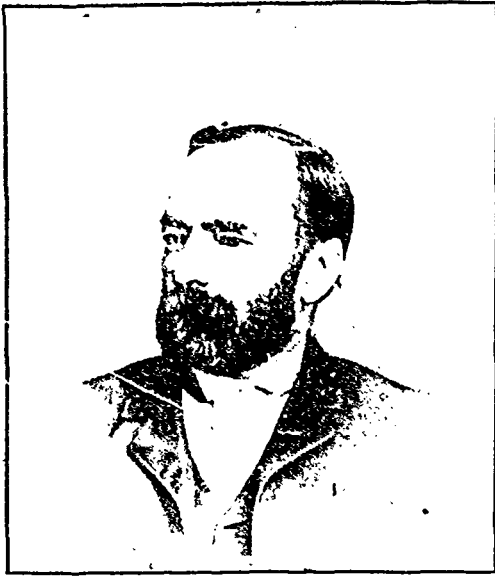
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PRAIRIE COUNTRY AND ROCKY MOUNTAINS, RIGHT TO THE
PACIFIC COAST. ASK FOR THEM AND TAKE NO OTHER.



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FROM MARKET.

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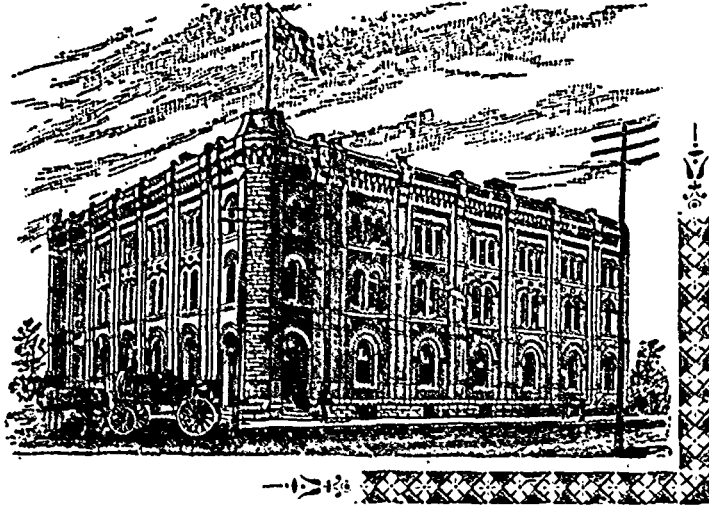


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Indian & Ceylon,

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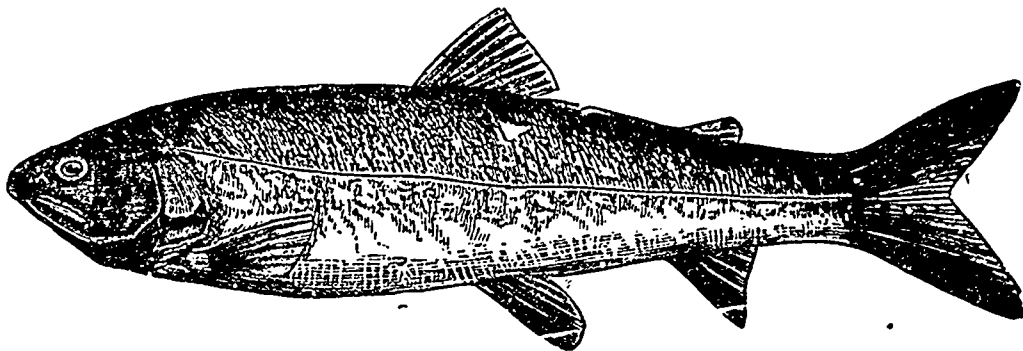
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J. H. DAVIS.

THE COMMERCIAL

A JOURNAL DEVOTED TO THE FINANCIAL, MERCANTILE AND MANUFACTURING INTERESTS OF THE CANADIAN NORTH-WEST.

JAMES E. STEEN, PUBLISHER.

SUBSCRIPTION, \$2 PER YEAR IN ADVANCE.

— NINTH ANNUAL SUPPLEMENT. —

WINNIPEG, FEBRUARY, 12th, 1894.

SUPPLEMENT OF

The Commercial

A Journal of Commerce, Industry and Finance, especially devoted to the interests of Western Canada, including that portion of Ontario west of Lake Superior, the Provinces of Manitoba and British Columbia and the Territories.

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THE COMMERCIAL certainly enjoys a very much larger circulation among the business community of the country between Lake Superior and the Pacific Coast, than any other paper in Canada, daily or weekly. By a thorough system of personal solicitation, carried out annually, this journal has been placed upon the desks of the great majority of business men in the vast district designated above, and including Northwest Ontario, the Provinces of Manitoba and British Columbia, and the Territories of Assiniboia, Alberta and Saskatchewan. THE COMMERCIAL also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, FEBRUARY, 1894.

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. Each week a budget of British Columbia matter is given, prepared by our special reporters on the ground there. 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 twelfth 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 had 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 entirely free from the influences of party, creed or clique.

WINNIPEG IN 1893.

THE past year has been one of substantial growth and improvement in Winnipeg. Indeed, it is doubtful if any city on the continent has made better comparative progress during 1893 than the metropolis of our prairie country. The general condition elsewhere has been one of depression, the most enterprising cities to the south and east of us having been about at a standstill during the year, while many cities retrograded. Winnipeg alone has forged ahead and added largely to her building improvements, while there has also been a substantial gain in population.

A report on building improvements, compiled toward the close of last year, shows that about 500 houses were erected in Winnipeg during 1893, which is about 100 more than were built in 1892, making a total expenditure of nearly one and three quarter million dollars. The following shows the amount expended in buildings and street improvements in Winnipeg for four years:—

1890	\$ 400,000
1891	600,000
1892	900,000
1893	1,884,450

The figures given above show that the rate of progress has been increasing each succeeding year, last year surpassing all records since our famous "boom" days. The buildings erected during 1893 were nearly all residences, and were of a superior class to the frail structures built during the early years of the city's rapid growth. All over the city residence buildings were going up, and during the summer season a person could stand in almost any residence section and count from ten up to twenty or thirty residences in course of erection within easy range of vision.

In business blocks there have been fewer buildings the past year than usual, though 1893 has added something to the business blocks of the city. The magnificent new wholesale warehouse erected by John W. Peck & Co., successors to Carscaden, Peck & Co., is alone a worthy addition for the year. There is also the handsome new building for the Bank of Ottawa, besides several other buildings of minor importance.

Outside of building improvements, we have the miles of electric street railway added during the year; also twelve miles of sidewalk and two or three miles of sewers. The first move to substitute stone pavement for the old board sidewalks has been made during the year, a considerable stretch of artificial stone pavement having been put down on Main street. If this is found to stand the winter well, this style of pavement will be more generally adopted in future.

While the city has made rapid progress during 1893, as is shown by the figures given, it is worthy of note that there has been no disposition to speculate in land. Sales of real estate have been limited largely to property actually required for building or other purposes, and generally speaking real estate business has been dull, while it is doubtful if there has been any material increase in the value of real estate. This indicates that the progress made by the city is of a solid nature and entirely free from any taint of speculation.

As for the prospect for the current year, we prefer to let the future speak for itself rather than attempt a forecast. While it is possible that the number of new residences which may be erected may not be as large as during 1893, there is no reason at the present moment to look for a quiet year. In fact it is quite possible that the year may surpass the one now gone in

the general growth of the city. Some important business blocks are already projected, and it seems probable that more business blocks will be built than were erected last year, while a fine college building will be added to the long list of educational institutions of the city. Several bridges to cross the two rivers are also projected, and it may be noted that among the improvements of last year is a fine new bridge over the Red river in the southern portion of the city.

CROPS OF 1893.

THE year 1893 will not be known as a heavy crop year in Manitoba, all crops being under the average, taking the country as a whole. The crop was not an even one. For some districts the average yield of wheat was good, in others fair, while in some districts it was very poor. The eastern district, commonly known as the Red river valley, gave the largest yield in all kinds of grain, the official report placing the yield of wheat in the Red river district at 21 bushels per acre. The central and northern districts were not so good, though the yield of wheat was fair, ranging from 17 to 20 bushels in different sections. The south-western portion, where a considerable area of wheat is sown annually, suffered from drought during a portion of the season, which materially reduced the yield in that section, and further damage was done by a high wind, which came during harvest and threshed out a great deal of standing grain then ready for the binder. Owing to these conditions in the southwest, the average yield for the province was reduced to about 15½ bushels per acre, according to the official report.

Other crops suffered with wheat, so that all around the average yield of cereals was reduced somewhat from last year. The official bulletin places the average yield for the province of the principal crops, for 1893, as follows:—Wheat, 15.56 bushels per acre; oats, 25.28 bushels per acre; barley, 22.11 bushels per acre; flax, 11.96 bushels; rye, 13.2 bushels; potatoes, 133 bushels; roots, 186 bushels per acre.

The following figures, taken from the official reports, show the average yield of principal crops in Manitoba for the two years previous to 1893. In 1892 the returns were: Wheat, 16.50 bushels per acre; oats, 35; barley, 29; potatoes, 200; turnips, 400 bushels per acre. Rye and flax produced 20 bushels per acre, and peas 22.16 bushels per acre. Following are the figures of average yield of crops for the year 1891:—Wheat, 25.3; oats, 48.3; barley, 35.6; potatoes, 180.4; turnips, 355.9; rye, 27.0. This comparison for three years will show that crops in the last two years have been considerably behind 1891. Hay is not grown to any extent in Manitoba as a crop, as the farmers depend upon the native prairie grasses, which are cut and cured for winter fodder for stock. There is an increasing tendency, however, to cultivate fodder crops and depend less upon the wild native grasses of the prairie.

There was a large increase in the area under cultivation in 1893, as compared with the previous year, every crop showing an increased area, which is in keeping with the continuous and rapid development of agriculture in Manitoba. In 1884, the first year in which a record was made of agricultural statistics, the total crop area of the province was placed at 490,000 acres. In 1891 it had grown to approximately 1,350,000 acres, of which 916,664 acres were in wheat. In 1892 the total crop area was about the same as the previous year, the usual increase having been prevented by exceptionally unfavorable weather during the plowing

and seeding seasons. In 1893, however, the total crop area was increased to 1,555,262 acres, of which 1,000,000 was devoted to wheat. This year about the usual increase is expected again in the crop area, if the spring season is an average one. One feature of the wheat crop of last year which may be noted, is its uniformly high quality. Only ten per cent. of the total crop, so far as it has been handled, has been classed in the low grades, 90 per cent. being high quality, the bulk of it grading No. 1 hard.

The export grain trade of Manitoba has come into existence since 1880. In 1881, by which time the country had been opened to railway communication with the outside world, the exports of wheat were placed at about 250,000 bushels. The following shows the exports for a series of years since and including 1886 from Manitoba and adjacent territory to the west:

WHEAT EXPORTS, INCLUDING FLOUR.

Crop 1886.....	4,000,000 bushels.
" 1887.....	10,500,000 "
" 1888.....	4,000,000 "
" 1889.....	4,500,090 "
" 1890.....	11,500,000 "
" 1891.....	14,000,000 "
" 1892.....	14,000,000 "

Exports for 1893 are not complete yet, but will probably show some reduction compared with 1892.

IMMIGRATION FROM THE UNITED STATES.

A NOTEWORTHY feature of immigration during 1893 has been the movement from the United States to Western Canada. Until last year Canada received very little increase in population from the United States, especially in agricultural settlers. The intimate trade intercourse between the two countries led to the settlement here of quite a number of United States citizens, but as agricultural settlers, we received very few of them. However, during 1892 a few parties found their way to the prairie region of Western Canada, and these have reported so favorably upon the country that quite a movement of agricultural settlers from the United States to our prairies has taken place during 1893. This is very gratifying to note, and indicates that for the future we may count upon receiving a much larger number of settlers from this source. When the reports sent home from a few who came in 1892 led to such an increased number coming the following year, we may expect a larger increase for 1894.

The new settlers who have arrived here from the United States come mostly from the border and central western states. It is worthy of note that the extreme northeastern state of Maine and the far northwestern state of Washington have contributed quite a number. Michigan, Nebraska and the Dakotas, more particularly South Dakota, have sent quite a number, while a few have come from other parts. The states named, however, have contributed the majority.

These settlers will be welcome in Canada. They will find themselves perfectly at home here from the start, for they will have little to learn to adapt themselves to our institutions. The language they already have, and any differences in our political and social customs are so trifling as to require no serious consideration. Those who come from the prairie states will also be familiar with prairie farming, and they will be able to take hold here like old-timers, without having to change their style of cultivation materially.

OPENING FOR INVESTMENT.

ANY one looking for an investment might look into the possibility of establishing a salt industry in Manitoba. There is salt in Manitoba in different sections, but so far it has not been manufactured here for general commercial purposes. In the early days, before the advent of railways, the salt consumed in the Red River settlement was manufactured at home, though to be sure the industry was carried on in a crude way and on a limited scale. But at 25c per pound—the retail price in those early days—there was no doubt money in the business. We have retrograded in the salt industry, however, for with increased communication with the outside world and lower freight rates, the home article has disappeared from the market.

The quantity of salt consumed in the country should now be sufficient to enable the industry of salt manufacture to be resumed here on a profitable basis. There is no doubt of the existence of salt in its natural state in workable shape. The heavy freight expenses upon the imported article and that brought from eastern Canada would provide a large measure of protection in favor of the home manufacture of salt. It does not require a great deal of capital to manufacture salt. At any rate the matter is worth while looking into by any one open for an enterprise which would require but a moderate amount of capital. The present wholesale price of salt in this market ranges from \$1.90 to \$3.50 per barrel, as to quality. Large quantities of salt are now required for other purposes, as well as the Lake Winnipeg fisheries, which latter alone take 100 car loads each season. The cost of the commoner grades of salt here is mostly made up of freight charges, which amount to more than the original cost of the article at point of manufacture.

MANITOBA FISHERIES.

A STATEMENT, compiled by an authority in Selkirk, regarding the fisheries of Lake Winnipeg, is given below. This is an industry the value of which is not yet fully appreciated by the general public. The summer catch for 1893 is as follows:—

Manitoba Fish Co.....	700 tons.
Booth Fishing Co.....	600 "
Selkirk Fish Co.....	300 "
Reid & Tait.....	200 "

Total..... 1,800

This represents 120 cars of 30,000 pounds each. The winter catch added to this would represent a total value of about \$250,000.

Manitoba waters are teeming with fish, the favorite variety being whitefish, which are found in Lakes Winnipeg, Manitoba, and other lakes. This is undoubtedly the finest fish that swims in fresh water. Other varieties of fish are pike, pickerel, sturgeon, trout, perch, mullet, tullibees, goldeyes, and several other kinds. The Lake Winnipeg fish are largely exported to the United States.

Some people imagine that as Manitoba is an inland region, there can be no fishing industry of importance. They fail, however, to comprehend the magnitude of our lakes. Lake Winnipeg, for instance, is really a vast body of water, nearly 300 miles long.

During the past year a fish hatchery was established at Selkirk by the Dominion government, with the object of assisting in keeping up the supply of our favorite food fishes.

RAILWAY WORK IN 1893

THE past year has been a quiet one in railway building all over the continent. In the United States there has been a great falling off in the mileage of new railways built during the year, and the same is true of Canada. In Manitoba and the territories the year past has also been a quiet one in railway work. The rule, however, does not apply to the Pacific province of British Columbia, where considerable activity has prevailed during the year in building new roads.

In Manitoba and the territories the falling off in railway building is not traceable to dull times, or to any connection with the decreased activity shown elsewhere in building railways. The reason why less railway building has been done here, is found in the fact that the settled portions of the country are now well supplied with railways. The rapidity with which the railway mileage of Manitoba and the territories has increased during recent years, has already supplied a large region with good railway facilities. There is of course a large unsettled territory which is yet without railways, but no advantage is to be gained in opening up new regions, so long as there is abundance of vacant land to be had contiguous to the railways now in existence. The opening up of new districts for settlement is not necessary and would only tend to scatter settlement over a wider area. This would not be an advantage to the country, the railways nor the settlers. The more settlement can be consolidated, the better it is for all concerned.

We need not therefore expect any important railway work in the line of opening up new districts, until the population of the country has been considerably increased, and we begin to feel the need of throwing open more land to settlement. There are a few short railway links needed, which would be a convenience to some settlements; but no lengthy colonization roads are at present required.

What railway work that has been done the past year in our prairie country, has not been of a colonization nature. The most important work done is the construction of a line of railway beginning at Pasqua station, on the main line of the Canadian Pacific, west of Regina, and running in a south-easterly direction to the boundary of the state of North Dakota, where it connects with the St. Paul, Minneapolis and Sault Ste. Marie railway. This line was built as a link in a through route, from the cities of St. Paul and Minneapolis, to the Pacific coast. From Pasqua to the coast, the main line of the Canadian Pacific is used, and daily trains are run through from St. Paul and Minneapolis to the coast, via this route. Formerly the Canadian Pacific handled considerable traffic via Winnipeg from points south for the coast, but this now goes via the more direct route just described, and enables the company to compete to good advantage in the two large Minnesota cities, for coast traffic.

This connecting line with the St. Paul, Minneapolis and Sault Ste. Marie Railway, is the only new railway built this year in our prairie country. Some important work was done, however, in building over an old line. We refer to the widening of the gauge of the "Galt" railway between Dunmore and Lethbridge. This railway, 109 miles in length, was originally built as a narrow gauge road, to reach the coal mines at Lethbridge. It was taken over by the Canadian Pacific company last year, and a new track was laid, standard gauge. This almost amounted to a new line in the amount of work

required to be done, as the dump had to be widened and enlarged, and new ties and timber used. The iron is also entirely new. An important feature of the widening of the "Galt" road is, that it will become a link in a new line through the mountains, via the Crow's Nest Pass. New railway work in British Columbia the past year will be dealt with elsewhere in this issue, by our British Columbia reporters.

For the present year we cannot say very much as to what is likely to be done, as it is a little early in the season to prophecy. The completion of the Duluth and Winnipeg road appears to be very probable. Changes have lately taken place in the management of this road, and it has been announced that the road will be completed through to Winnipeg this year. Indications seem favorable to the carrying out of this programme. When completed this will make the third railway between Winnipeg and Lake Superior, and will form a very important and direct route.

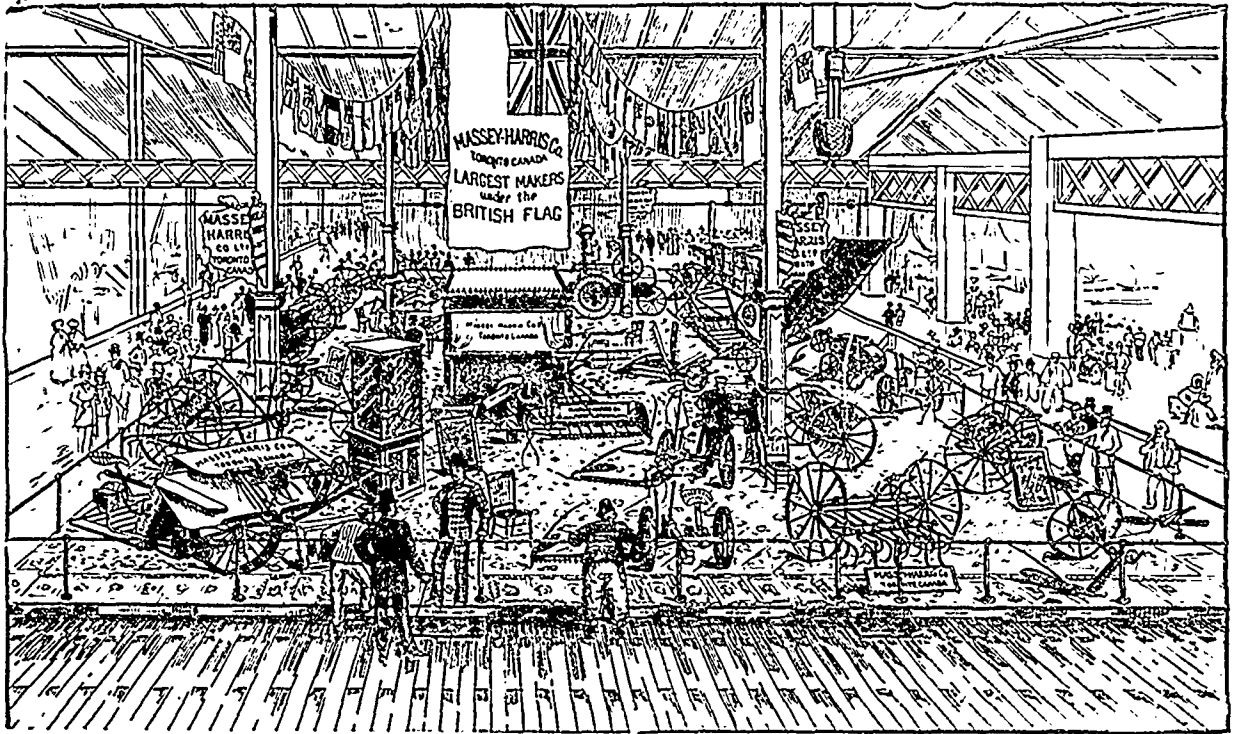
In the west there is understood to be some probability of the extension of the newly acquired Canadian Pacific line (formerly the "Galt" road) west of Lethbridge, as far as Macleod, and perhaps beyond, as the intention is to ultimately carry this line through the Crow's Nest Pass of the Rocky Mountains to the famous Kootenay mining region of British Columbia. Any further railway work in 1894 we will leave the future to develop.

WINNIPEG GRAIN EXCHANGE.

THE annual meeting of the exchange was held on January 10. President A. Atkinson took the chair and read an interesting address, referring at the outset to the harmony which had characterized the work of the Exchange during the past year. Upon the subject of the export of grain he said:—

"The system adopted for exporting grain from Manitoba is now about as complete as can be desired. Members of the Exchange have given a great deal of attention to the details of handling grain at terminal points on the lakes and seaboard, in the endeavor to remove causes of expense and delay, and with the most gratifying results. The arrangements entered into and the facilities secured by Manitoba exporters are so favorable, that the producers in Manitoba are placed in a position to get the benefits of a first-class business system, and to receive the highest possible value for their grain, at initial shipping stations in the province. Although ruling prices are exceptionally low, for the current crop Manitoba farmers are receiving full values for their grain, as is apparent to anyone conversant with British prices and transportation charges. One chief cause of this favorable state of affairs is to be found in the superior facilities offered by the Canadian banks having agencies in Manitoba, which presents a system of doing business, not excelled in the commercial world. On no occasion, since the grain trade in Manitoba developed, has there been the slightest approach to scarcity of money for handling and moving of grain from the farmers' hands, and this country has every reason to be proud of its banking system, and the sound financial management that meets every legitimate demand made upon it, in strong contrast to the unfortunate state of affairs which has hampered the operations of grain dealers in the American Western States this season."

Next the president dealt with the subject of arbitration, regarding which he said:—



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and Youth's

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Spring, Gentle Spring.

NOW IS THE TIME TO PLACE
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PAINTS, VARNISHES, BRUSKES, GLASS, TINWARE,
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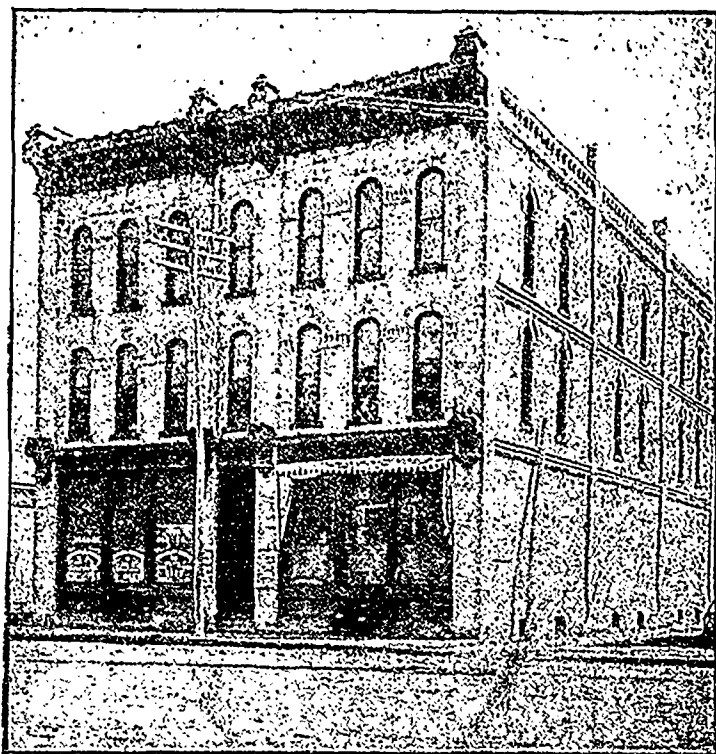
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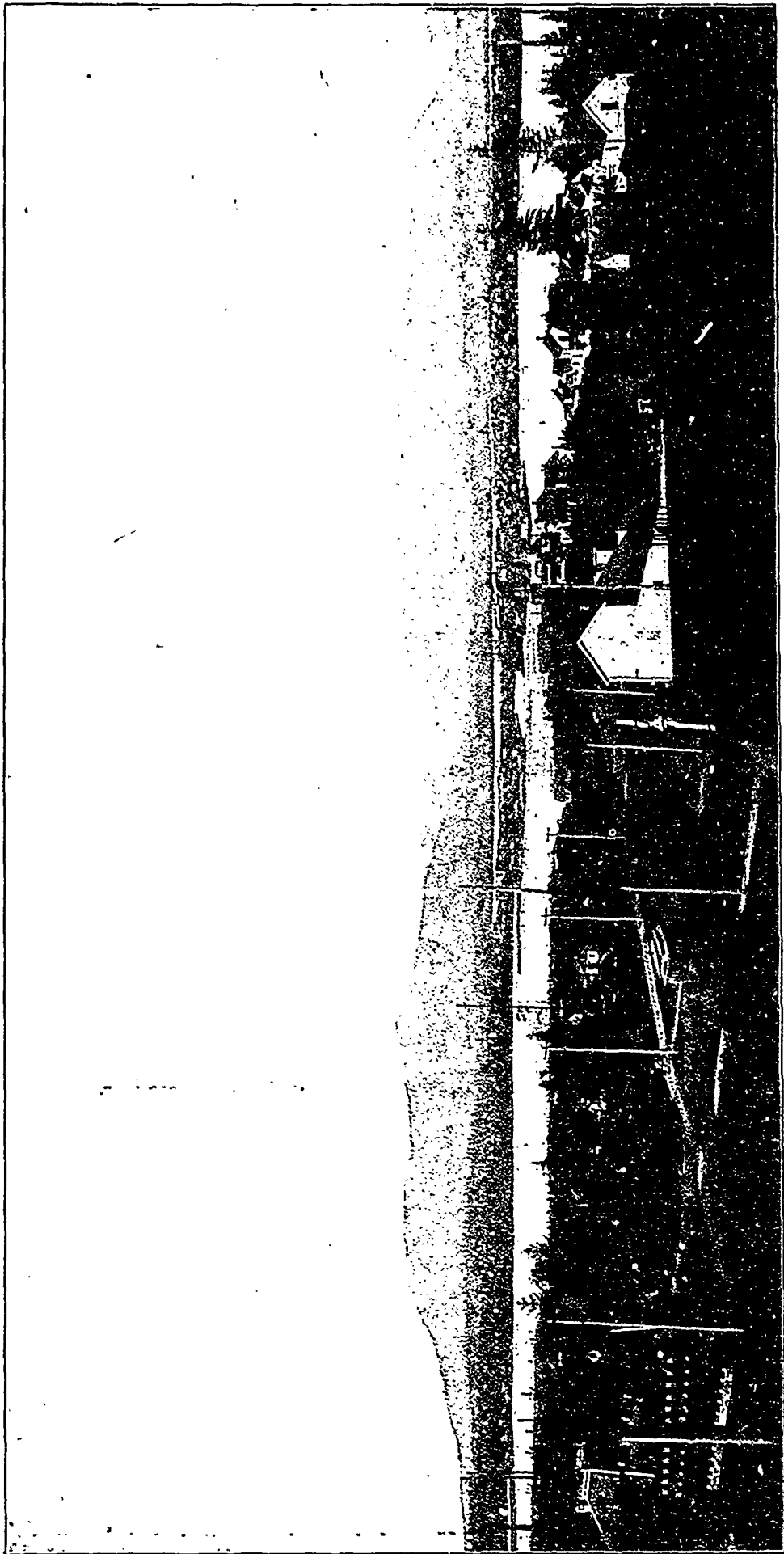
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Harness,
Saddlery,
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Valises.

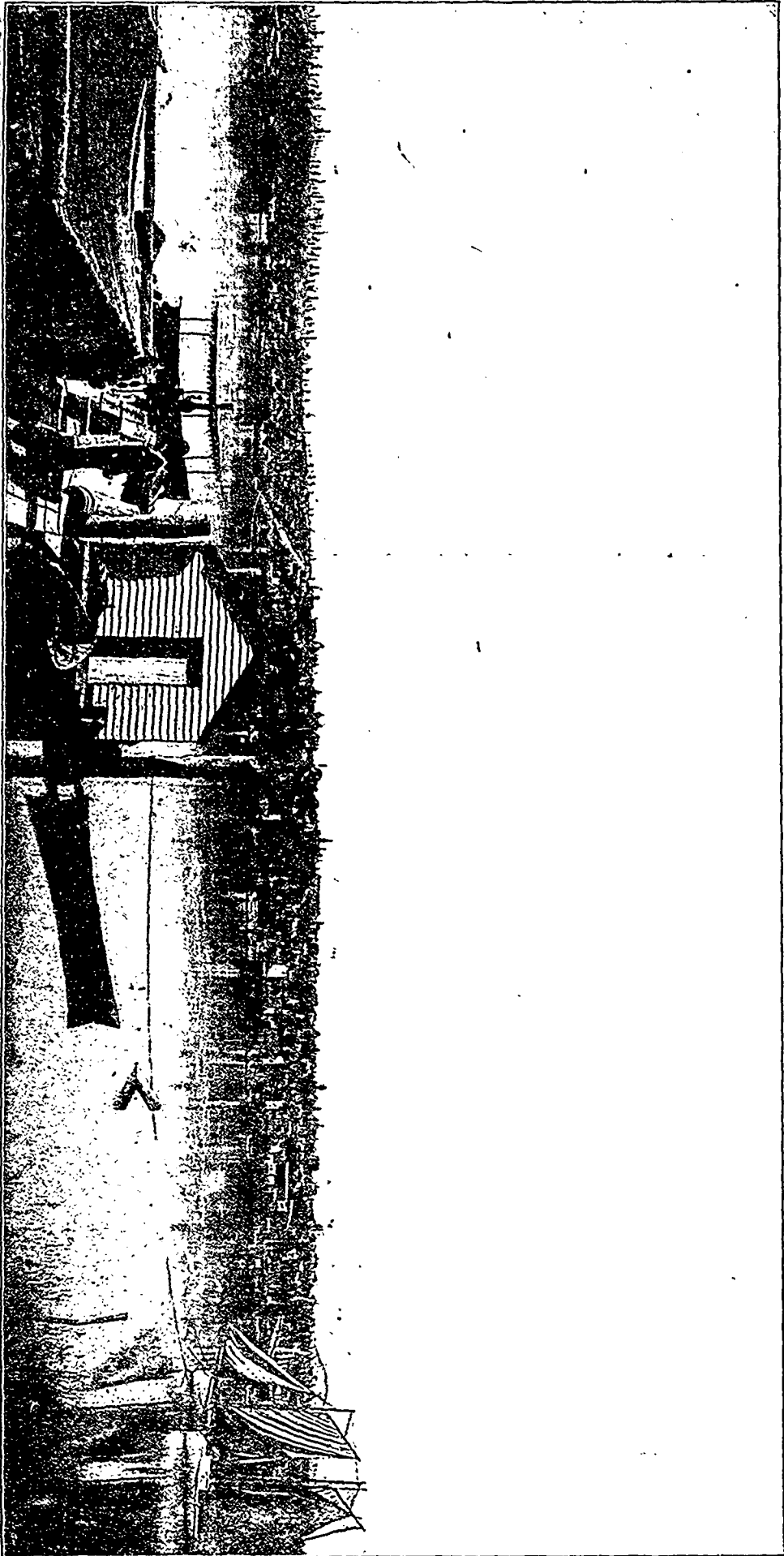
HAVING purchased at forced sale four large stocks of the above class of goods, including the large stock of H. D. Tulloch & Co. at slaughter prices I shall offer the lot at Private Sale or in Job Lots, at greatly reduced prices for the next thirty days. Among these goods are a magnificent line of Boot and Shoe Uppers, which must be sold for what they will bring. If you want a snap call at 525 Main St., H. D. Tulloch & Co's old stand, second door North of my block, opposite City Hall. Terms Cash.

E. F. HUTCHINGS,
WINNIPEG.

P.S.—Send for Catalogue and Prices of our regular line of goods for Spring Trade, which is now ready.



VANCOUVER—FROM BEYOND FALSE CREEK.



NEW WESTMINSTER - FROM ACROSS THE FRASER RIVER.

Keewatin Lumbering & Man'fg Co., Ltd.

MANUFACTURERS AND WHOLESALERS OF

<p>Cedar Poles AND Telegraph Poles.</p>	<p>Lumber, Lath, Shingles, Flooring, Siding, Sheeting, Mould'gs, Casings,</p>	<p>Sill Timber AND Joisting UP TO FORTY FEET.</p>
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SAW MILLS, PLANING MILLS AND FACTORY AT

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Ontario and Western Lumber Company.

Manufacturers of every kind of

PINE

✻ LUMBER ✻

MILLS
AT
RAT PORTAGE,
NORMAN,
AND
KEEWATIN.

50,000,000 FEET OF DRY PINE LUMBER
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President.
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CEDAR AND TAMARAC PILING,
POSTS, ETC.

Head Office:

Rat Portage, Ont.



R. J. WHITLA.

Spring & Summer
1894.

BEFORE YOU BUY
FOR THE SEASON
SEE OUR SAMPLES OF
NEW GOODS WITH
OUR TRAVELLERS ON
THE ROAD, OR CALL
AT OUR WAREHOUSE
AND INSPECT OUR
NEW STOCK.



D. R. ELLIOTT.

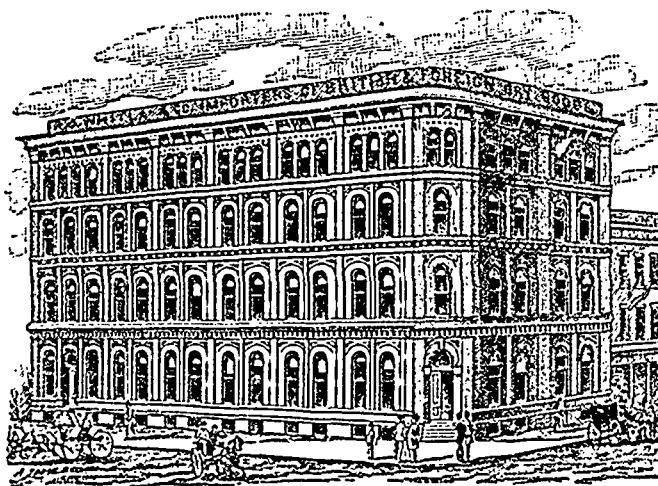
R. J. WHITLA & CO.,

IMPORTERS
AND
WHOLESALEERS
OF

Straw Goods . . .
and
Fancy Goods . . .

MEN'S FURNISHINGS, DRY GOODS, CARPETS.

Our Stock for Spring
and Summer of 1894 is
now complete in every
detail, and should be seen
by intending purchasers
coming to town.



Our premises are the
largest and most com-
modious, and our facilities
for doing business, the
best of any house in the
trade in Western Canada.

Corner McDermott and Albert Streets,

WINNIPEG, - MANITOBA.

"I am glad to note that members of the Exchange continue to arrange and settle disputes (which, from the ordinary force of circumstances, necessarily arise from the manifold dealings which take place in the grain trade), by the arbitration methods adopted by our association. The submission of differences thus arising that frequently hinge on the meaning of a trade term, to a board of members thoroughly familiar with the customs and usages of the grain trade in this Western country, where local circumstances necessarily cause special rules to be adopted, is very much more satisfactory in its results, than if the disputes were carried, at heavy costs, into the law courts, for trial before juries, unfamiliar, as individuals, with the complicated workings of the trade. In the case of every submission ever made before the Arbitration Board of this Exchange, the award rendered has been accepted without appeal, and promptly settled."



S. A. MAGAW, PRESIDENT GRAIN EXCHANGE.

The report of the council followed, dealing with the work of the Exchange during the past year. Reference was made to the efforts of the Exchange to draw attention to the spread of noxious weeds, and the need of steps to check the evil; also of the action of the Exchange to induce farmers to use bluestone to prevent smut in wheat. Reference was made to the resolution adopted in favor of a fast Atlantic service, and to the steps taken by the Board to test the value of the frosted wheat for distilling purposes. These tests have not yet been made, though members offered to supply the wheat to make the necessary tests. A complete set of new by-laws were adopted during the year. It was stated that correspondence had been opened with the Chicago board of trade, to have Manitoba wheat at principal points of accumulation included in the visible supply statement. This is likely to be done after the beginning of the next crop year. The action of the Exchange to induce the Territorial government to establish a system of crop exporting was referred to, and it is understood that this will be done.

The following officers were elected:—

President, S. A. McGaw; Vice-president, D. G. McBean; Secretary-treasurer, C. N. Bell.

Council—A. Atkinson, F. W. Thompson, G. R. Crowe, S. Nairn, J. A. Mitchell, Jos. Harris, N. Bawlf, S. Spink, Col. McMillan, A. Cavanagh, S. W. Farrel.

Board of Arbitrators—A. McBean, G. R. Crowe, S. Spink, W. Martin, A. Atkinson, F. W. Thompson, S. W. Farrel.

Committee of Appeals—S. Nairn, Col. McMillan, Jos. Harris, J. A. Mitchell, S. P. Clarke, Robert Muir.

Call Board Committee—S. W. Farrel, chairman; G. R. Crowe, S. Spink, A. Cavanagh, A. Atkinson.

THE FRAGRANT WEED.

A WINNIPEG industry which has grown from a modest beginning to one of importance is the cigar factory of Bryan & Co. The firm have worked up a large trade during recent years, and their goods are now known all over this western country, from the great lakes to the tide waters of the vast Pacific. In their excise warehouse they now carry a stock of about a quarter million of cigars, and are thus ready to fill large orders on short notice. This also enables them to hold their goods until the flavor becomes perfected, instead of being obliged to place green and imperfectly seasoned goods with their customers. A large stock of raw leaf is also carried, and by importing in considerable bulk direct from the great tobacco countries they can manufacture to good advantage. The number of hands employed in the factory is about sixty—sometimes in excess of this number, which indicates the value of the factory to the city from an industrial point of view. The firm manufacture cigars to suit the western trade, including qualities from \$20 per thousand up to fine straight Havannas, which retail at 20 cents each. Some of their leading brands are La Flora, La Hispania, Republics, Elks, Selects, etc.

The preference many have for imported cigars is largely fancy, because they do not try the good domestic brands. The fact is, that a better domestic cigar can be placed on the market for the same money than in imported goods, for the reason that the revenue derived from imported cigars is higher than from domestic goods. If those who will not smoke a domestic cigar (if they knew it), would just give the home article a fair trial, they would find, as is also the case with many other lines of goods, that there is more false prejudice than reality about this preference for imported goods as against domestic manufactures.

BRITISH COLUMBIA IN 1893.

A GENTLEMAN who visited the Coast two years ago made a prediction which, from the almost literal fulfilment it has had, seems to have been little less than prophetic. It was expressed to the writer as an opinion that the year of the World's Fair would witness a depression the like of which had not been known in an age. It would be world-wide, but it would be most keenly felt in the West and its keenest pangs would follow on the heels of the great exposition. It was not a prophesy based on empirics or the supernatural gift of peering into the future, but the result of close observation of the signs of the times and a familiarity with commercial conditions. We were then reaching the culmination of a long era of speculation and the inevitable reaction was already evident in South America, Australasia, South Africa and in the great money centres themselves. Even then North America, and particularly its western portion, was straining its credit and keeping up ap-

pearances for the final splurge, the great exhibition and climax of its energies at Chicago. Exhaustion came before that was completed. What was practically a colossal financial failure ensued. The world was in the throes of a universal depression just as the exhibition was in the progress of inauguration. To use an illustration from the physical world, it was like the contraction of the financial crust producing upheavals and corresponding depths in the earth's surface, and in speaking of this continent the greatest disturbance occurred on the old geographical lines, viz.: Following up the Pacific Coast, directly on the track of the speculative boom route. Therefore, to write the history of British Columbia for 1893 is to record not the process of its development, but to note where the lines of depression were the deepest and to comment on the conditions of safety which exist. Fortunately, the cloud-burst had largely spent itself before reaching the province and violent as the storm was we experienced but its tail end. Had conditions been otherwise in the country south of us and in the world in general, had they been even normal, British Columbia would have enjoyed unexampled prosperity and progress, because having out of sight the consequence of real estate plunging, everything was favorable. In fact, we may attribute largely to real estate booming the ills which this province fell heir to during the past year. Not that we had reached anything like the degree of speculation in this respect which characterized the Pacific States, but that "values," in view of the withdrawal from investment of capital in all parts of the world, could not be realized or maintained. Hence, in sympathy with similar commodities elsewhere, as securities they shrank and represented in the aggregate an immense capital locked up from circulation and not available for commerce and industry. Trade did not suffer in a proportionate degree, except in so far as money was scarce. The remarkable fact is to be recorded that despite the hard times, the volume of business, domestic, was greater than in any previous year. There was a decided contraction in credits, a cutting down of expenses and a reduction of labor in nearly all individual cases, but business followed on. There were, it is true, a number of failures, but in the aggregate the liabilities were not alarming and represented superfluous business. As a matter of fact in view of the population and the capabilities of consumption there were too many business firms and in the weeding out process the weakest went to the wall, and it is a tribute to the resources and financial capabilities of British Columbia that in such a maelstrom as the world has experienced it has weathered it bravely; that as a province the financial credit has remained unimpaired, its internal and external commerce has increased and the standing of its business houses has been maintained. Even real estate securities, though shrunk, have not so materially depreciated as to produce any disastrous consequences. In reality business is on a sounder basis than ever before, because it has undergone and is undergoing a purging, whereby the illegitimate elements of speculation have been and are being eliminated. With the experience of the West and its own experience of the past few years it will for some time, if not for a very long time to come, prove a wholesome lesson. It has opened the eyes of the mercantile and moneyed community to the fact that corner lots are not a staple industry; that there is no real wealth in handling town-site commodities on a paper basis; that railways are not built by legislating charters into evidence by the wholesale; that industries and great enterprises do not spring out of certificates of joint stock companies

with unlimited nominal capital and very limited assets; that a mine with an actual output is better than "millions in sight;" that a fish landed is better than all that are in the sea; that sound going concerns and land values based on improvements and the products of the soil are greater assets than all the "illimitable possibilities" glowing imagination ever pictured for our future. These are some of the lessons of 1893.

To speak a little more in detail, it will be interesting to give a calm, unprejudiced review of the year; one which is bound to become historic as a year of gloom all over the civilized world, and one which locally is worthy of special consideration. At the outset although there were ominous signs of a great re-action, no place better understood than in the moneyed centres such as London, their portent in this province was not fully understood, and there were many indications for better times for 1893. THE COMMERCIAL at that time, though admitting the existence of a dark cloud, took a hopeful view. Among the promising features of that time were the public works and railway construction in contemplation; the improvement of the lumber trade; the almost perfect certainty of a big salmon catch; the activity shown in sealing circles and the indications of a considerable development of deep sea fishing, for which a market seemed to be opening. Besides, the hopes of the province were largely stimulated by recent mining developments in West Kootenay, up to that time the most promising since the halcyon placer mining days, and there was also reason to believe that an influential syndicate of British capitalists, who had become at least theoretically interested in the resources of British Columbia, would have invested largely in an enterprise for the development of the fishing industry which would have meant a great deal for the whole coast of this province. All things considered, the above outlook at that time was reasonably probable, and its effect was generally an inspiring one. To some extent the forecast proved to be accurate. The year was characterized by considerable, in fact, an unusual amount of construction work of all kinds. The salmon canning industry proved to be the largest, if not the most profitable, in its history. There was an extraordinary high catch of seals; and although prices at the last did not meet expectations, on the whole it was a successful sealing season. Notwithstanding the disappointment in the failure of the crofter scheme, on account of the monetary crisis, the deep sea and fresh fishing trade received a decided impetus, and may be said to have been fairly inaugurated; and notwithstanding the disastrous aspect of the silver question, which paralyzed for the time being the energies of the silver countries of the world, and seriously disturbed the whole of the money markets, 1893 in British Columbia has been conspicuous for its accomplishments in mining matters. The largest mining operation in our history, the stocking in the British markets of the Silver King or Hall Mining Co. for about \$2,000,000, with preparations for mining on an extensive scale, is recorded, and we have for the first time, although during the earlier part of the year development received a severe set back, to chronicle the shipments of ore on any important scale, as occurring from the Slocan mining camps. We have to record, as well, unusual activity in all classes of mining development, not only in the Slocan, but throughout West and East Kootenay, Yale, Cariboo and in Alberni. It is true that although the foreign export of lumber increased by about one-third over the previous year, the lumber industry throughout the whole period suffered, and is still suffering, the severest form of depression. The export trade,

though larger, was not by any means a profitable one. Another very important industry, that of coal mining, was not more fortunate, and although in this case, too, the output was greater, the mining companies and their employees suffered materially. It is true, also that the anticipated operations of the big development syndicate referred to did not materialize, but, on the other hand, the unexpected, as it often does, happened. The year saw inaugurated a most important and a long talked of project, viz., the connection of Canada and British Columbia, by steamship line, with Australia. Somewhere it has been said in *THE COMMERCIAL* that there is no necessity to emphasize the conclusion as to what must inevitably be its effect on our future and on that of the Empire. As a conclusion, therefore, from a careful review of the whole situation, it may be remarked that the successes of the individual year, as opposed to the failures and disappointments, and the wave of depression sweeping in on it from the outside world, saved it from the ruin which overtook the country, supposed to be more prosperous and enterprising, to the south. To this, of course, must be added, the solid character of our monetary institutions, and the more conservative methods of Canadian and British origin which the people of this province very fortunately have adopted. They not only saved the province, by putting into circulation, at a time of general contraction of specie and of much need, a great deal of money, and conserving our credit, but placed a balance to our credit. Whatever else be said, the volume of business was large, and merchants and banks have succeeded, by great care and difficulty, no doubt, in collecting closely. There have been a good many assignments, business changes, bills of sale, judgments and the like, all of which are unhealthy signs; money is tight, with a generally prescribed credit. There are many unemployed, and some distress, but all in all the business men have weathered the storm well. It may fairly be asked, indeed, where more favorable conditions exist? and not impertinently, even, where, outside of Canada, are times quite so good?

To descend from viewing the situation abstractly, our readers will pardon some reference to particulars, into which statistics must enter:—

MINING.

As previously remarked, the industry which made the greatest progress during the year is that of mining. The development was not confined to quartz mining, but included placer work as well. As indicating the activity exhibited in this line, although not necessarily representing *bona fide* operations in every instance, there were during the year twenty-five certificates of incorporation granted to mining companies of all kinds, aggregating a nominal capital stock of \$11,500,000. The greater number of these were hydraulic propositions. These include five large companies in Cariboo, which are all engaged in actual development. While operations are distributed over Yale, Kootenay and Lillooet, the great hope of placer mining lies in Cariboo, where the old diggings are being prospected and opened up as a field for hydraulic mining. Dr. Dawson's predictions made some years ago are being fulfilled. He contended and is of the same opinion still that upon the inauguration of modern methods and introduction of hydraulic mining on a large scale, because large capital is required, Cariboo would yield more gold in the future than it has ever done in the past. The returns of gold exports for the whole year are \$26,349 less than last year or \$301,340, but the season was a short one, and a good deal of export this year was

direct to the United States instead of through the banks in Victoria, from which the above returns are made up, as was usual in the past. An encouraging feature of the season's operations is that the last quarter of the year showed an increase of \$12,000 over the corresponding period of 1892. This year, with the much greater capital employed and the more general attention paid to it, we may reasonably expect greatly increased returns. Reports from the Omineca country were discouraging, and it is said that this once promising field is worked out. However, accounts coming from the more northern regions of British Columbia vary considerably, and there are many who predict great things for the Yukon, Upper Cassiar and Peace River districts. Communication is so difficult and expensive that unless unusually rich strikes are made, for the present not much development may be looked for in that direction.

In vein mining the year was, all things considered, a remarkable one, and wonderful progress was made, especially in Kootenay. We have already referred to the shipment of ores from the Slocan district, where there are a number of mines now producing, and to the sale of the celebrated Silver King mine on Toad Mountain near Nelson. During the early part of the year the silver crisis reacted severely on all argentiferous properties, and caused very hard times all through Kootenay; but during the latter part of the year recovery was rapid. Building was stimulated by the building of the Nelson & Fort Sheppard, Revelstoke & Arrow Lake, Nakusp & Slocan and Kaslo-Slocan railways, all of which will be in operation this year. Business in the towns of Nelson, Kaslo, Nakusp and Revelstoke, picked up in a marked degree, and although stringency still exists, these towns, if business is kept within legitimate bounds, and real estate and mining speculation and booming kept in the background, are likely to experience good times from this out.

THE COMMERCIAL in its regular editions has noted from time to time the development in progress, but as a substantial indication of what is being done, it may be stated that \$125,000 worth of ore was exported before the end of the year, with \$50,000 worth more mined. An estimate, based on the workings of the mines and ore in sight, predicts 350 tons a day for 18 months. The average value of the ore shipped last fall, as sworn to, was \$150 per ton, so that some idea may be formed of the importance of the mining operations confined to the Slocan district alone. Then the Hall Mining Co., owning the Silver King group of mines (said to be the richest property in America), with a subscribed capital of £300,000, is preparing to mine on a large scale. Besides these mines, included in the Slocan and Toad Mountain divisions, active prospecting and development went on at Ainsworth, a very rich camp, on the Salmon Trail Creek, Duncan River, Lardau and Trout Lake, in East Kootenay and in Southern Okanagan. Towards the end of the year, an extensive gold formation was discovered in Alherna, on Vancouver Island, and a number of claims recorded. One claim, bonded by the Duke of Montrose for \$60,000, will have 600 feet of tunnelling put in, for which the contract has been let. This, in brief, represents the mining operations, apart from coal, for the year 1893, and it may be regarded as the most satisfactory and hopeful yet experienced in our history since the time of the early gold days. Now that railway communication has been afforded—heretofore its lack being the great drawback,—there can be little doubt of an early mining boom, not less remarkable than occurred in the Western

and Pacific States. With the building of the new short line of the Canadian Pacific Railway, through Crow's Nest Pass, and the British Columbia Southern, following a similar route both of which there is every reason to believe will be accomplished facts, the mining interests of East Kootenay, long kept in the background, owing to its inaccessibility, will come to the fore, and extensive coal and petroleum deposits opened up.

COAL.

In some respects the coal mining industry during 1893 was unsatisfactory. Prices were low, and the San Francisco market glutted with Australian and British coals. Consequently it was a poor year for mine owners and their employees, the output being reduced and wages lowered. However, shipments were larger than in years previous. The following are reported from the Vancouver Island mines:—

	TONS.
Wellington Collieries (R. Dunsmuir & Sons.....)	312,573
Union Colliery Co.	126,438
New Vancouver Coal Co.....	388,619
	827,660

being an increase of 82,082 tons over 1892. Besides the East Wellington mines, now closed down, shipped between 15,000 and 20,000 tons. During the year some attention was paid to the coal deposits in the vicinity of Kamloops and also those of the Nicola Valley, into which a railway is to be built this year for the purpose of development. Reference has already been made to the Crow's Nest coal fields. Last year a company called the British Columbia Coal, Petroleum & Mining Co., with a registered capital of \$4,000,000, was formed, presumably for the purpose of their development. Operations were continued during the year in sinking a shaft on Tumleo Island, in the Gulf of Georgia, where also several prospects have been made. An effort was made to interest capital in the Queen Charlotte deposits, but nothing has come of it so far.

LUMBER.

The lumber industry of this Province may be said to have reached its lowest ebb during the present year. The capacity of the mills in operation is far too great for local consumption, and all the yards are overstocked. As a consequence, prices are extremely low, with a general demoralization of the market. Foreign demand and prices were equally discouraging, and although shipments increased over last year the returns were far from satisfactory or profitable. An energetic effort is being made to extend trade in Eastern Canada and in Australia, with what success remains to be seen. Lumbermen are looking with some hopes to the passage of the Wilson bill by the United States Congress, but to what extent it will afford present relief is problematical. The Sound mills, which are not debarred by tariff from the American market, are suffering equally with those of British Columbia, and how the latter can benefit, except by a general improvement in demand, by admission to the American market, is hard to see. Ultimately, there can be no doubt of what it means in their interests. As a result of the condition of the lumber trade, logging camps have closed down almost altogether, and loggers are complaining bitterly. The British Columbia lumber fleet for the year numbered 57 vessels, which, with an average cargo of about 800,000 feet, will give an aggregate export of 45,600,000 feet, worth \$4,560,000, in round numbers.

SEALING.

That the results of the season's catch of seals was, on the whole, fairly satisfactory is gathered from a trade circular issued by the R. P. Rithet & Co. (Limited) at the close of the year. The total catch in 1893 of 55 British vessels was 69,741 skins as against 45,385 in 1892. The total American and Russian catch for the same year was 69,933. Of the British catch 28,613 seals were taken on the Canadian side and 41,128 in Asiatic waters, to which the efforts of the sealers will be largely directed again this year. What effect the new international regulations governing Behring Sea will have the conflicting statements regarding which make it difficult to determine. The British Columbia sealers take a doleful view of the outlook, while on the other hand we have the confident and sanguine contentions of Sir Charles Hibbert Tupper, Minister of Marine and Fisheries. In the early part of the year some sales were made at \$15 a skin, and dealers were hopeful of a big year, but the London sales realized only about \$11 for the British Columbia skins.

SALMON AND FISHERIES.

Next to mining our fisheries are the subject of the greatest congratulation for the year just past. The run of salmon in the Fraser was the largest in the memory of fishermen and the pack the heaviest ever made. A considerable impetus was also given to the trade in fresh fish. As this matter was dealt with exhaustively in the *World (Vancouver) Annual*, an extract is here made dealing fully with the year's record:

"For the present year, while the pack on the Fraser was extraordinarily large, the pack on the Northern coast was not a good one and small compared with previous years. Although at the time of writing the official returns had not been received, the following may be accepted as approximately correct:

	Lbs.
Fraser river	21,600,060
Skeena river.....	2,833,008
Naas river.....	835,200
Rivers inlet	2,084,000
	27,352,208

Or about 570,000 cases, which represent a value of \$2,500,000. Six new canneries were started this year, and altogether mean that \$200,000 more capital has been invested in the industry during 1893.

"The importance of this industry may be more properly appreciated by the fact that about \$3.50 a case represents the actual outlay for labor from first to last, or for the present year it means an outlay of nearly \$2,350,000. To fill 570,000 cases, over 6,000,000 salmon are required, which at 8c. apiece (below the average) means a payment of \$480,000 for fish alone. The lumber to make the boxes would load five or six large lumber ships. Allowing 350 cases to a car, it would take 1,600 cars, or 80 train-loads, to carry the British Columbia pack of salmon for 1893.

* * * * *

"Two promising developments of the present year have marked the fishing industry. One is that the export of fresh fish has been established and with a success that indicates permanency. The other is that sudden attention has been bestowed on the curing of fish and the prospect of securing a market has presented itself.

Dick, Banning & Co.

Lumber

Dealers and Manufacturers.

Always on hand a full supply of Lumber, Sash, Doors,
Lath, Shingles, Tar and Brown Paper and
Building Material generally.
Estimates Furnished on Application.

OFFICES :

Opp. C. P. R. PASSENGER DEPOT,
WINNIPEG.

KILGOUR, RIMER & CO.

**WHOLESALE
BOOTS AND SHOES.**

Letter orders given our prompt attention.
Prices and terms Right.

Sole Agents for
HARVEY & VAN NORMAN, Toronto.

AND
THE TORONTO RUBBER SHOE MFG. CO.

Samples always open for inspection.
Orders shipped from Toronto or Winnipeg.

**Cor. MAIN and JAMES STREETS,
WINNIPEG.**

Excuse
Us!

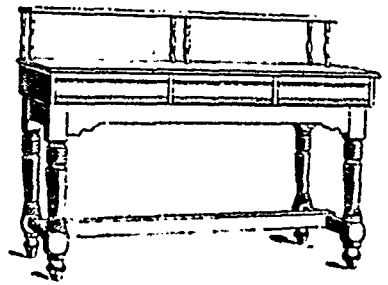
Just a
Moment.

You're a busin-
ess man.
This seems
good paper, eh!
Looks right.
Reads right.
Is it right.
Mean—does it
pay us?
You can tell.
Few snaps
shown here!
Any use to
you?
Cut close!
Look them over
Time and tide
you know.
This is an
opportunity.
Make hay, etc.
You hear us.
Good day.

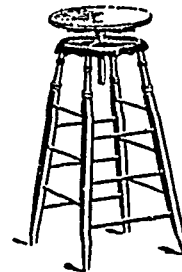
**SCOTT & LESLIE,
WINNIPEG.**

Oh, sell School
Desks.
Any school near
you want
Desks?
Best in land.
Cheap, too.
Write.
Big Furniture
Catalogue free.

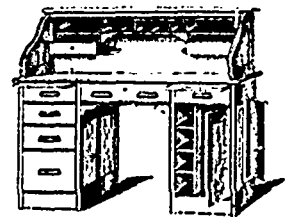
S. & L.



ACCOUNTANT'S DESK, hardwood, walnut or antique
oak finish, six feet long, \$18.00. Solid oak, \$24.00.
Three drawers, Yale lock.
Any length in hardwood, \$3.00 per foot. Solid oak,
\$4.00 per foot.
Double desks, similar design, always in stock.



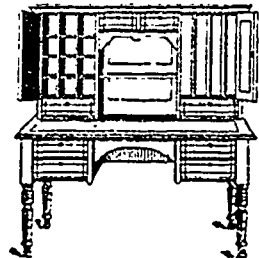
This Stool, revolving top,
cane or perforated, \$2.25
Same design, stationary top,
\$1.25.
Solid wood top, 80 cents.



This DESK, solid oak, \$29.00. Curtain Roll Top.
Pulling top down locks all drawers.
The base without top makes a splendid desk, \$15.00.



This revolving, screw and tilt
Office chair, cane seat, wal-
nut or oak, \$9.50. This chair
will bear inspection, your
weight as well.



All hardwood, antique oak, or walnut finish. Base
has four drawers with locks. Top fitted for books
and papers, also has four small drawers. Well,
made and finished in good style—\$20.00. Base
alone, \$10.00.

This base desk makes a good desk for School Teachers'
use.

SCOTT & LESLIE,
THE BIG FURNITURE HOUSE,
WINNIPEG.

A ROUND MILLION DOLLARS

PRESENTED
TO THE

CITY OF WINNIPEG!

A FEW men in September last knew McNEILLS CANADIAN ANTHRACITE COAL was a better fuel every way you take it than any American Coal.

These few men paid \$900 for Stove and Furnace and \$675 for Nut; got better service and made a saving of from \$1.50 to \$2.75 on a single ton of coal. Then they smiled. But they are no longer alone. Everybody knows it now. Everybody is smiling. Smile on dear people it is your turn to laugh.

THE COAL COMBINE \$315,000 A YEAR TAX

IS DEAD. SMILE ON!

Winnipeg has found out how to beat the Coal Barons.

SMILE ON!

For the benefit of Pennsylvania has been removed Smile on! \$60,000 of this taken square off the selling price of Winnipeg's coal supply for one year.

Smile on.

Hic Jacet Coal Combine

Hic Jacet \$10.50 a ton for hard Coal. Now

Who killed the Coal Combine?

I said McNeill, with my little hatchet;

I cannot tell a lie, father, I killed

The Coal Combine.

LAUGH OUT LOUD!

Winnipeg was buying yearly 30,000 tons of Coal, at

\$10.50, all cash - - - - - \$315,000

Winnipeg now gets a better coal in its own country,

average \$8.50, and pays for it in produce - - 255,000

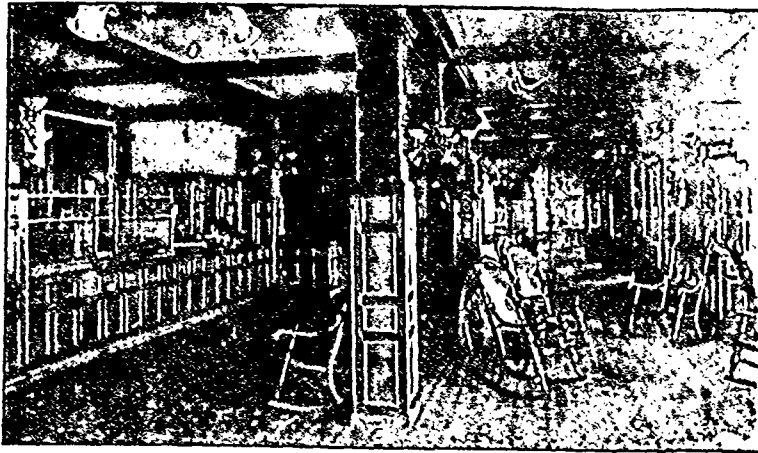
Makes a clean saving, cash, - \$60,000

A man or set of men who can take such a load off a city at one shot as that, deserves a vote of thanks on parchment nicely packed away in a silver box.

Sixty thousand dollars is 6 per cent on \$1,000,000. So with hat in hand and bowing low to conceal our blushes, we hand you, as our little memento for 1894, \$1,000,000 permanently invested where all the people, rich and poor, are sure to get their share of its profits, from this time on now and forever.

THE H. W. McNEILL CO. LTD.

PAUL, KNIGHT & McKINNON,
SOLE AGENTS, WINNIPEG.



ROTUNDA AND OFFICES.

Hotel Beland

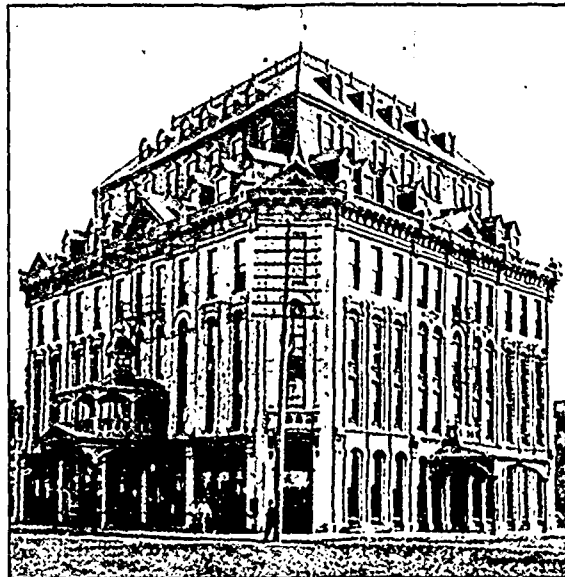
DURING 1893

RE-CONSTRUCTED AND
RE-FURNISHED.

LOCATED ON CITY HALL SQUARE, THE CENTRE OF THE CITY.



THIS house has accommodation for over 200 guests, has every modern luxury to be found in a hotel. Bedrooms and suites of rooms with Bathrooms and Lavatories attached, and is a model for ventilation, light and comfort.



THE fire prevention and escape facilities are perfect, and preclude any chance of accident. The magnificent dining room has no superior in Canada. The parlors are luxuriously furnished, and the Rotunda and Reading Rooms, spacious, brilliantly lighted and cosy and in every other respect the house is



THE PALACE HOTEL OF WESTERN CANADA.

It is by all odds the most convenient house in the City for Commercial Travellers, and Families will find in it the acme of comfort.

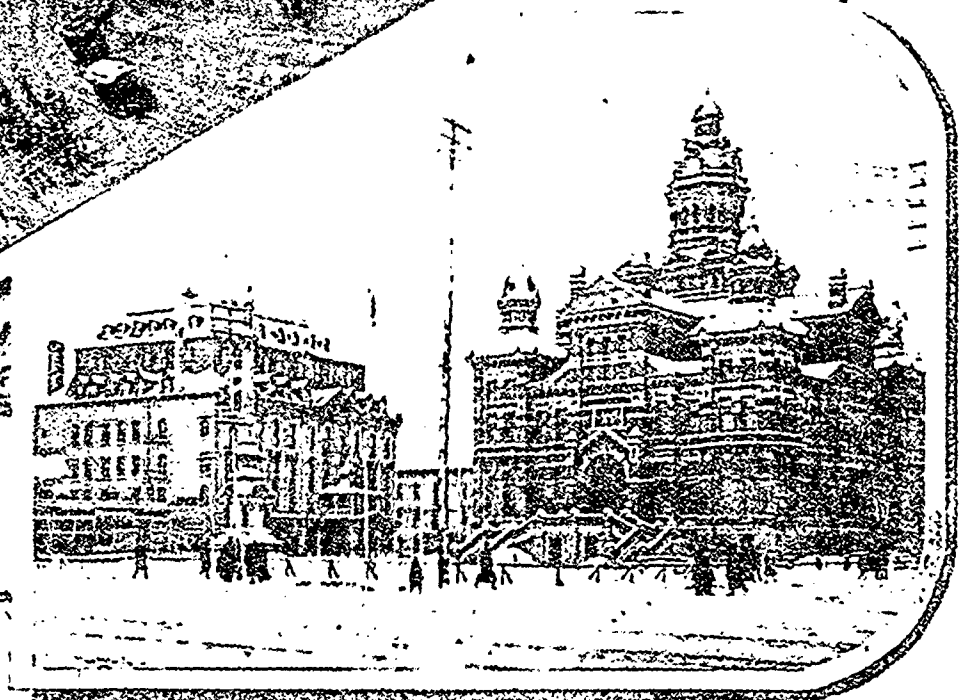
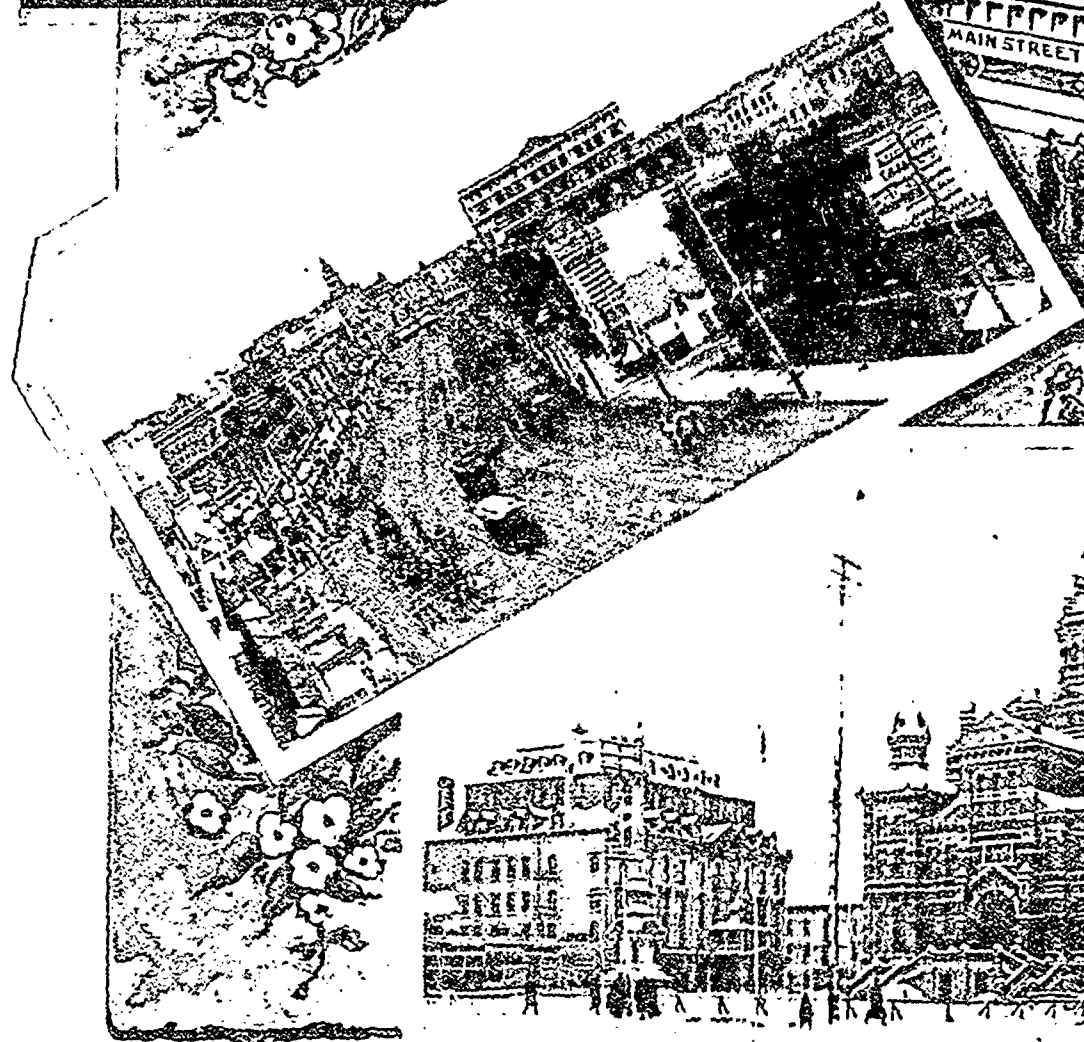
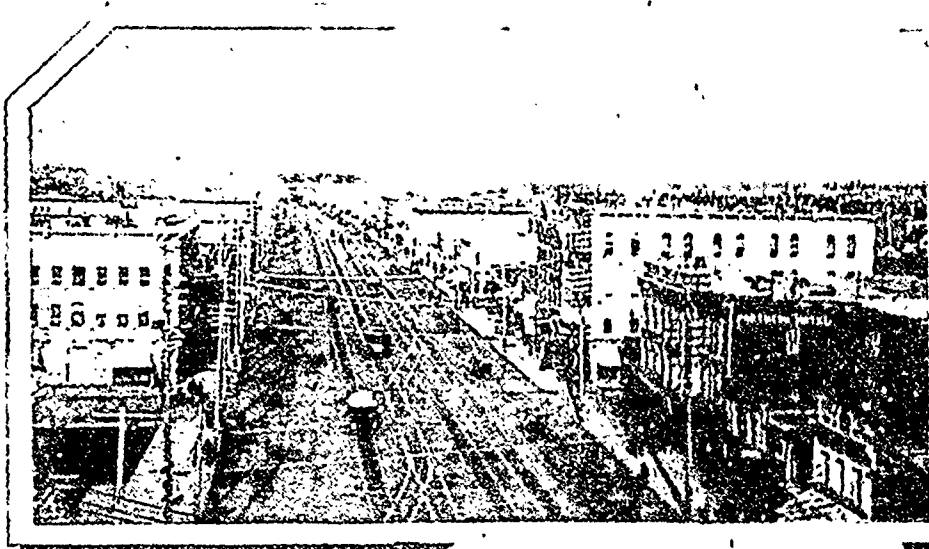
STAY THERE
AND YOU ARE CERTAIN
TO GO BACK AGAIN



DINING ROOM.

W. G. DOUGLAS & CO
PROPRIETORS

100 x 40 Feet. Capable of Seating 200 Guests



MAIN STREET LOOKING NORTH FROM
CITY HALL SQUARE

MAIN STREET LOOKING NORTH FROM
HARGRAVE BLOCK

CITY HALL SQUARE

ROYAL CROWN SOAP

Sells Itself.

No Dead Stock.

Connell, Spens & Co., 

WHOLESALE

MEN'S FURNISHINGS,
Smallwares and Fancy Goods, 

Also Agents for the
Celebrated

*Whitworth, Betsize,
Spartan,*

AND OTHER ENGLISH BICYCLES.

SANFORD BLOCK,
PRINCESS ST.,
WINNIPEG.

Paper in this Special Number is Manufactured by Canada Paper Company, Montreal and Toronto.

THE LARGEST AND BEST IN THE WORLD.

EQUITABLE LIFE

HENRY B. HYDE, President.

ACTUAL RESULTS PER THOUSAND.

TO HOLDERS OF EQUITABLE POLICIES WITH TWENTY-YEAR TONTINE PERIODS MATURING IN 1893.

TWENTY YEAR ENDOWMENTS.

AGE AT ISSUE.	TOTAL PREMIUM FOR 20 YEARS. FREE TONTINE RATES.	CASH VALUE AT END OF 20 YEARS.	Annual rate of simple interest realized, in addition to the return of all premiums paid, and in addition to 20 years assurance.	PAID-UP VALUE AT END OF 20 YEARS.
30	\$992	\$1,619	6 %	\$3,470
35	1,018	1,653	6 %	3,140
40	1,060	1,712	5 $\frac{1}{2}$ %	2,900
45	1,128	1,817	5 $\frac{1}{8}$ %	2,770

Endowment Policies show a cash return to the policy holder of the total amount invested, with interest at rates varying from 5 $\frac{1}{8}$ to 6 per cent per annum according to age.

TWENTY-PAYMENT LIFE POLICIES.

AGE.	TOTAL PREMIUMS.	CASH VALUE.	RATE OF INTEREST.	PAID-UP VALUE.
30	\$622	\$855	3 $\frac{3}{8}$ %	\$1,830
35	700	976	3 $\frac{1}{2}$ %	1,850
40	796	1,128	4 %	1,910
45	924	1,329	4 $\frac{1}{8}$ %	2,030

Twenty Payment Life Policies show a return in cash of the total amount invested, with interest at from 3 $\frac{3}{8}$ to 4 $\frac{1}{8}$ per cent per annum.

ORDINARY LIFE POLICIES.

AGE.	TOTAL PREMIUMS.	CASH VALUE.	RATE OF INTEREST.	PAID-UP VALUE.
30	\$466	\$532	1 $\frac{3}{8}$ %	\$1,140
35	542	644	1 $\frac{3}{4}$ %	1,220
40	644	789	2 $\frac{1}{8}$ %	1,340
45	782	984	2 $\frac{1}{2}$ %	1,500

Ordinary Life Policies show a return in cash of the total amount invested, with interest at from 1 $\frac{3}{8}$ to 3 per cent per annum.

Note that, in every case, these returns are IN ADDITION to the protection furnished by the assurance for 20 years.

Four-fifths of the death claims are paid the same day the proofs are received at the Head Office.
For rates and information as to the Society's plans, apply to the nearest Local Agent, or to

Or to

C. E. WHITE,

Cashier, Winnipeg.

GERALD F. BROPHY,

General Manager for Manitoba, N.W.T.
and British Columbia.

THE COMMERCIAL—ANNUAL SUPPLEMENT.

"For four or five years back there has been a conviction in the minds of many that the export of fresh fish to the large centers would pay, and that it would ultimately assume large proportions, but numerous ventures and experiments were made without success, and it seemed as though British Columbia were too far from the market to promote any trade of importance. However, last year (1892) several carloads of fresh salmon and halibut were sent to New York, and while the venture did not meet with any very great financial success, the result justified further attempts in the same line, and this year (1893) they were followed up somewhat energetically. Up to this time of writing (September) ten carloads of spring salmon had been shipped and sixteen carloads of sockeyes, cars averaging ten tons of fish each, besides several cars of halibut in the early spring. At that time it was the intention of the several companies engaged in it to continue shipments throughout the year. Trial shipments of fresh fish, principally salmon, were made to China and Japan, Australia and England, regular shipments being continued on the Australian steamers. The companies and firms carrying on this branch of the business are: The Port & Winch Company, Western Fisheries and Trading Company, Pacific Fish Company, Boutilier & Company, J. C. Murphy, A. Fader & Co, W. L. Keene & Co., all of Vancouver and Westminster, and with two exceptions engaging in the business this year for the first time. If their intentions will have been carried out, by the end of 1893 not less than 1,000,000 lbs. of fish will have been exported. Not a bad start.

"Nearly all the above firms, too, have turned their attention to salting salmon and curing fish generally, not on a large scale it is true, but they have undertaken what hitherto has been neglected in this Province. It has been discovered that there is a demand for these products. Orders were booked during the salmon run for about 2,500 barrels of salted salmon, but owing to the scarcity of salt not over 1,000 barrels were put up.

"The increase in the fishery output over last year is most marked. Last year the total fishery products amounted to \$2,849,483, which includes \$602,706 for seal skins and \$1,382,535 for canned salmon. This year the total product will amount to over \$4,675,000. Independent of seal skins and canned salmon the fish caught will aggregate in value \$1,050,000."

TRADE RETURNS.

The official returns show a very large percentage of increase. The following are the figures:

	Imports.	Exports.	Inland Revenue.	Stamp Sales.
Victoria	\$3,053,727	\$3,570,264	\$153,973	33,550
Vancouver.	1,358,424	737,265	100,288	26,162
Nanaimo	277,175	2,182,307
Westminster...	593,452	830,501	10,265

BUILDING.

Notwithstanding the hard times there was considerable activity in building lines, especially in Victoria and Vancouver. In Victoria contracts for over \$1,000,000 were let. This, of course, includes a large amount in public works. The building in Vancouver represented some very fine business blocks, and in all amounted to about half a million dollars; in Nanaimo about \$100,000, and in Westminster about \$250,000. In the interior the principal building was in Nakusp and Kaslo.

RAILWAYS.

Regarding these, construction has been active, but financial stringency prevented some of the more im-

portant having been undertaken. The New Year's *Colonist* refers to the work of the year as follows:

"The Nelson & Fort Sheppard road, completed and now in operation, gives that country continuous direct connection with the transcontinental railways to the south, and makes it readily accessible at all times of the year. The Nakusp & Slocan Railway, serving another important part of the same great district, is well under way, and will shortly reach completion. On the Island, the Victoria & Sidney Railway has been vigorously taken hold of, and is now graded from end to end, with the rails laid for the greater part of the way, so that trains may be expected to be passing over it very shortly. The financial stringency in the world's money markets has prevented the commencement of work on many important enterprises, which are only temporarily held in abeyance, and in some urgent cases, where it was found impossible to raise the funds otherwise, the Provincial Government has come to the assistance of the promoters with grants and guarantees of interest and other help. At the last session of the Legislature, for instance, a substantial land grant was made to the British Columbia Southern project, and in the cases of the Nicola Valley, the Nakusp & Slocan and the Chilliwack railways, a Provincial guarantee of interest on the bonds was made, so that they might be readily floated on the most favorable terms. The greatest of all the British Columbia railway projects—the British Pacific—also was the subject of legislation, this extending the time for commencing work to the 1st of August, 1894, under certain conditions, to which the promoters assented."

In addition to these, the Revelstoke & Arrow Lake, the Kaslo and Slocan, the Burrard Inlet & Fraser Valley railways have been begun. The following have not yet begun, but are being advanced and there is every reason to believe their commencement will be seen this season:

Chilliwack Railway Co. (1891)—From Mission branch C.P.R. to Chilliwack, to be commenced within two years and completed within three.

Crow's Nest & Kootenay Lake Railway Co. (1888-1891) Lower Kootenay river to Columbia river, near Fort Sheppard; branch line to Nelson via Salmon river; power to extend to Hope, on Fraser river, and end at Burrard Inlet; also branch line Elk river to Tobacco plains.

Liverpool & Canoe Pass Railway (1891)—From Liverpool, Fraser river, to Canoe Pass, Fraser river, thence to Ladner's, to be commenced within two years and completed within five.

Nicola Valley Railway Co. (1891)—From Spence's Bridge, C.P.R., S.E., following valley of Nicola river to west extremity Nicola lake, with branch at junction Nicola and Coldwater rivers in S. direction, along valley Coldwater to junction Voght and Coldwater rivers; to be commenced within three years and completed within five.

Vancouver & Lulu Island railway (1891)—From Vancouver, south to North Arm Fraser river, thence to Lulu Island, across Lulu Island to South Arm Fraser by ferry to Ladner's Landing; to be commenced within two years and completed within five.

There are several enterprises just near receiving, we have every reason for believing, serious consideration, not only from private promoters, but from the government of the province. These are a narrow gauge railway from the C.P.R. into Cariboo, and the extension of the E. & N. railway to the north end of Vancouver Island.

Applications for private bills have been made in regard to the following :—

Victoria, Saanich and New Westminster Railway Company (incorporated in 1891). Application by A. DeCosmos, president, for extension of time for construction.

For a line from the Gulf of Georgia, in Delta municipality, to New Westminster, with branches through Surrey, Langley and Matsqui—to Abbotsford.

To allow the Ashcroft & Cariboo Railway Company (incorporated 1890), to change its corporate name; to extend the time for commencement and completion, and to change the point of connection with the Canadian Pacific railway.

For a line from the head of China Creek to some point near its mouth, in Alberni district, with authority to use the waters of the creek for generating electric power.

Mount Tolmie Park & Cordova Bay Railway Company (incorporated 1893). To extend the time.

For a line from the town of Kaslo, at the main fork of Kaslo creek to Bear lake, and thence to the forks of Carpenter creek.

For a line from Garry Point, on the Fraser river, through Richmond, South Vancouver and Burnaby to New Westminster, with a branch line to Vancouver.

B. C. Southern Railway Company, for power to construct a branch line from the forks of Michel creek to Martin creek.

Kaslo-Slocan Railway Company (incorporated 1892). For permission to alter the gauge authorized.

For a tramway from the Silver King mine to Nelson.

For a line from New Denver to the Mountain Chief, Slocan Star, Freddie Lee, Blue Bird, Bonanza King, Washington, Dardanellas, Wellington and any other mines within a radius of fifteen miles of New Denver, or to any town within the same radius.

Vancouver Central Railway, to build a line of railway from Vancouver to New Westminster.

A FLOURISHING INDUSTRY.

ONE of the most important industries of Winnipeg, and one which has done a great deal to draw trade to the city, is the Royal Soap Company.

This company, which was established between four and five years ago, started out with the determination to establish a lasting reputation by placing a soap on the market which would excel all others. After considerable experiment, the Royal Crown Soap was produced, and from that time forward it has steadily gained in public favor until it now practically controls the field, and is the only laundry soap used by a large portion of our population. The manufacturers claim that it is decidedly the best laundry soap made in Canada. It has a large sale all over this western country, from the Great Lakes to the Pacific coast. As a result of the favor with which this soap has been received, a great deal of cash formerly sent out of the country, is now expended in building up industry at home.

The company has increased the plant of the factory very materially within the last year, and now has an establishment which will compare favorably with the largest factories in the east. A large new boiler was put in, and a fire proof engine and boiler room was built, which makes a considerable reduction in insurance rates. The boiling capacity of the factory was also doubled. There are three large steam boiling kettles, one having a capacity of 46,000 pounds, and the three

combined have a capacity equal to four car loads of soap. The capacity of the factory is now great enough to supply the entire wants of the country. The factory is fitted with the most improved plant and has steam elevators, electric lighting, steam heating, etc. One of the peculiar features is, that not water but lye, is made to run up perpendicular pipes from the first to the second floor by means of steam pressure from beneath. The factory is a large building, having three floors, each 40 by 80 feet, giving ample room.

The company also manufactures lines of toilet and laundry soaps besides the famous Royal Crown brand. Its coconut oil soap is one of the best toilet soaps in the market, and is preferred by many above any other toilet soap. It is especially adapted to the waters of this country. The manufacturers have had a demand for this toilet soap even from the East.

The company buy their oils, chemicals, etc., in large quantities direct from first hands, and secure them at the lowest prices. One advantage of having this important industry established here is, that it makes a market for all the tallow produced in the country. If this tallow had to be sent east, it would reduce the price at least one cent per pound, whereas at the ruling prices, tallow is worth more here than the price of beef by the carcass. Thus it will be seen what home industry does for the country, and those who recognize these facts should do what they can to encourage our home industrial establishments.

NEW MANUFACTURING FIRM FOR WINNIPEG.

EMERSON & HAGUE, of Brandon, as briefly announced a couple of weeks ago, have purchased the plant, stock, business and good will of the firm of Hope & Co., Winnipeg, and will continue the business in this city. They have secured the premises at 157 Thistle street, and have been busy fitting this up and moving the plant and stock from Hope's old factory on Rupert street. The building on Thistle street was formerly occupied as a wholesale warehouse by the Ames, Holden shoe company, and will afford Messrs. Emerson & Hague ample room to carry on a large industry. It is 100 feet deep by over 20 feet in breadth, three stories high, with basement, thus giving four large floors in all. The basement will be used for the manufacture of mattresses, which the firm will manufacture largely from hair, sea grass, moss and all other kinds of stuffed mattresses. The ground floor is taken up with the business offices in the front, and filled up with stock of manufactured goods in the rear. The second floor will be used for the manufacture of woven wire mattresses. Machinery of the latest kind for this work is being put in, and a large business will be done in these. The third floor is the busiest part of the establishment, and here a great deal of work will be done, in the manufacture of overalls, smocks and shirts, tents, awnings, and in fact everything in the line of canvas goods. It is also the intention to engage in the manufacture of clothing in ordinary cloth goods, principally pants and vests.

An electric motor has been put in, which furnishes power to operate the wire mattress machinery and the sewing machines. The plant is not all in yet, but it is being put in position as fast as possible, and when the firm have everything complete, they will give employment to 30 to 40 hands. They expect to keep fully this number busy the first year, and look for a growing business, which will necessitate a steady increase in

the number of employees. With the plant only partly in, they are able to keep fifteen hands busy, and have about ten sewing machines running. This number will be increased to twenty-five machines shortly. The purchase of the Hope business, as stated, includes the name and good-will, and Emerson & Hague will continue the business under the old name of Hope & Co.

Mr. Emerson, the head of the firm, has been in the same line of business in Brandon for ten years. He started in the western town in a small way, with limited means, but was successful in building up a large and profitable business, including a jobbing trade extending all over the western country. There is every reason to believe that he will be comparatively as successful here, and will make the best of the wider field for business now open to him. Mr. Emerson will personally have charge of the Winnipeg business, while Mr. Hague will remain at Brandon for the present and look after the business there, which the firm will also continue. From its knowledge of the way in which the Brandon business has been conducted, THE COMMERCIAL has no hesitation in saying that the firm of Emerson & Hague will soon be numbered among the most enterprising and prosperous institutions of Winnipeg.

WINNIPEG BOARD OF TRADE.

ANNUAL MEETING AND REVIEW OF THE YEAR.

FREIGHT RATES, THE CUSTOM'S TARIFF, COMBINES, ETC., DISCUSSED.

THE annual meeting of the Board of Trade was held in the Board room on Tuesday afternoon, February 6th., President Stobart in the chair. A large number of members were present. Mr. Monk, local manager of the Bank of Ottawa, and Mr. Crebassa of the Banque Nationale, were elected members of the Board. President Stobart made the following address:

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

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

One big stride I consider was taken towards advancing the interests of the city by building it up as the distributing centre of the Canadian Northwest, when the City Council last February secured legislation abolishing the iniquitous system which has existed in the past of making one class in the business community pay a very heavy tax for doing business and allowing the rest to go free.

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

The price this year obtained by the farmer in Manitoba for his wheat has, no doubt, been disappointing, and the question faces us, is this likely to continue? At present it looks as if such would be the case, as owing to the great amount of immigration to different parts of the world during the last twenty years, and the great bulk of such emigrants or their children having no other choice but cultivating the soil, at present they must grow grain, and as 80 per cent. to 90 per cent. of the climates to which these emigrants have gone grow wheat better than anything else, being too hot for other kinds of grain; take, for instance, India, Australia, Africa, Turkey and a great many other countries from which wheat is now exported, and a good many of which have never exported wheat until a few years ago, I can hardly see how we are to expect any decrease in the supply. Then, again, the amount of tonnage of shipping is immensely increased and ready at a moment's notice to carry wheat at a price which a few years ago would have been thought ruinous. In consequence, too, of the world's crop being harvested in almost every month of the year, the chances of a failure are minimized. There seems to me, therefore, to be no hope of wheat rising materially in price. Under these circumstances, it behoves us surely to reduce, where possible, the cost of production, or, in other words, cheapen the expenses of the farmer to enable him to compete in the markets of the world, and as pointed out to Messrs. Foster and Angers in the memorial presented to them when here last summer, the only way to do this is to reduce to revenue basis, the import duties, on all farmers' necessities. If this portion of Canada is to advance at all, it is a prime necessity that protection, which benefits a handful of manufacturers in the eastern portion of Canada, must be done away with, and the absurd theory that Manitoba and the Northwest exist only as a market for eastern Canadian manufactures abandoned. For though the argument is used that eastern Canada has borne the burden of developing the country, and that, therefore, in return

THE COMMERCIAL--ANNUAL SUPPLEMENT.

this country should not object to paying the heavy burdens in the shape of taxation for the benefit of eastern manufacturers, surely when we consider the amount this country annually contributes, by payment of interest on bonded indebtedness for public works in eastern Canada, the argument is a fallacious one.

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

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

The report of the Council, reviewing the work for the year, is as follows :

REPORT OF COUNCIL.

WINNIPEG, 6TH FEBRUARY, 1894.

To the Members of the Winnipeg Board of Trade.

GENTLEMEN :—

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

TWO-CENT LETTER POSTAGE.

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

GRAIN ELEVATOR AT ST. JOHN, N. B.

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

GRAIN ELEVATOR AT WINNIPEG.

The Committee of the Board, acting with one from the Winnipeg Grain Exchange, urged Mr. Van Horne, when he was in the city last summer that the Canadian Pacific Railway Company erect an elevator in Winnipeg, for the handling and storing of grain. Mr. Van Horne assured the deputation that it was the intention of the Company to have such an elevator, and that Mr.

Whyte, General Superintendent, was already moving in the matter. Later on in the season the Company decided to postpone the work for another year. Mr. Whyte, who has just returned from his annual conference with the President, in Montreal, has stated that the elevator will be built and in working order when the 1894 crops are ready to move.

DEPUTATION FROM GIMLI.

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

HEALTH ACT COMMITTEE.

The Committee on a Health Act finished their work during the last session of the Manitoba Legislature, when the House passed the act prepared by the Attorney-General, and which the Committee had been consulted about. It is understood that some slight changes will be made in the Act at the present session of the Legislature.

NOXIOUS WEEDS.

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

NEW COURT HOUSE SITE.

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

DOMINION INSOLVENCY ACT.

The Council appointed a committee to consider any movement for the securing of a Dominion Insolvency Act. Copies of the bill prepared by the Montreal and Toronto Boards of Trade last year for submission to Parliament, have been secured, but as it is understood the Finance Minister is preparing an Insolvency Bill (which the Montreal and Toronto Boards are prepared to support if it follows the general lines of the bill sub-

MANITOBA AND NORTHWEST MILLERS
MILLERS
 WRITE US FOR SAMPLES AND PRICES OF

FLOUR
 WHEAT
 BRAN
 SHORT
 OAT

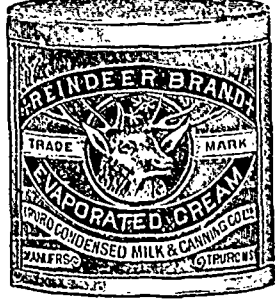
SACKS

ALL KINDS AND SIZES CARRIED IN STOCK AT WINNIPEG.
 Also Sowing Twines and Branding Inks

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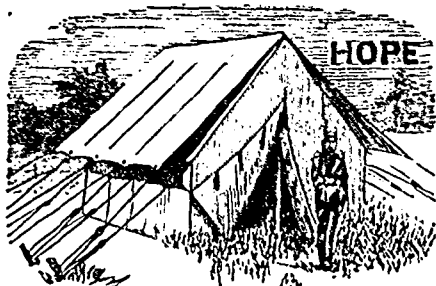
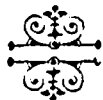
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TENTS
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157 Thistle St., Winnipeg.

A HINT TO CIGAR SMOKERS.

On the front of a Broadway car,
The "Man about Town" lit a fresh Cigar,
And smoked contented with all the world,
While the rings of smoke around him curled ;
Till a whiff of wind, through the door ajar,
Blew the wreaths of smoke back into the car,
And into a fair face just inside,
A face a Venus might claim with pride.
He saw the offence, and with due respect,
Bowed low and asked, "Do you object" ;
"O ! Not at all," and she smiled as she spoke,
"I love the scent of such fragrant smoke,
And I much would like to spread the fame
Of Cigars so fine if I knew the name."
The "Man about Town" bowed again as he spoke
"Tis the Hispania brand which I always smoke."
And she wrote it down in a dainty hand,
"The man I marry must smoke that brand."
And it happened true as she wrote it down,
For she afterwards married the "Man about
Town."

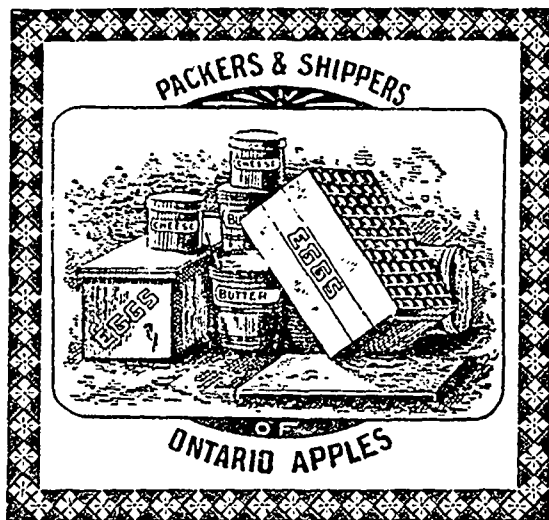
So boys take heed and smoke the weeds
Called Republics, Khedive and Fleur de Lis.

MANUFACTURED IN WINNIPEG BY

BRYAN & LEE.

182, 184, 186 Market Street East, Winnipeg.

SEE THOSE CIRCULARS



EVERY CHANGE in the market we
mail you quotations on Butter,
Eggs, Cheese, Fruits and Cured Meats.

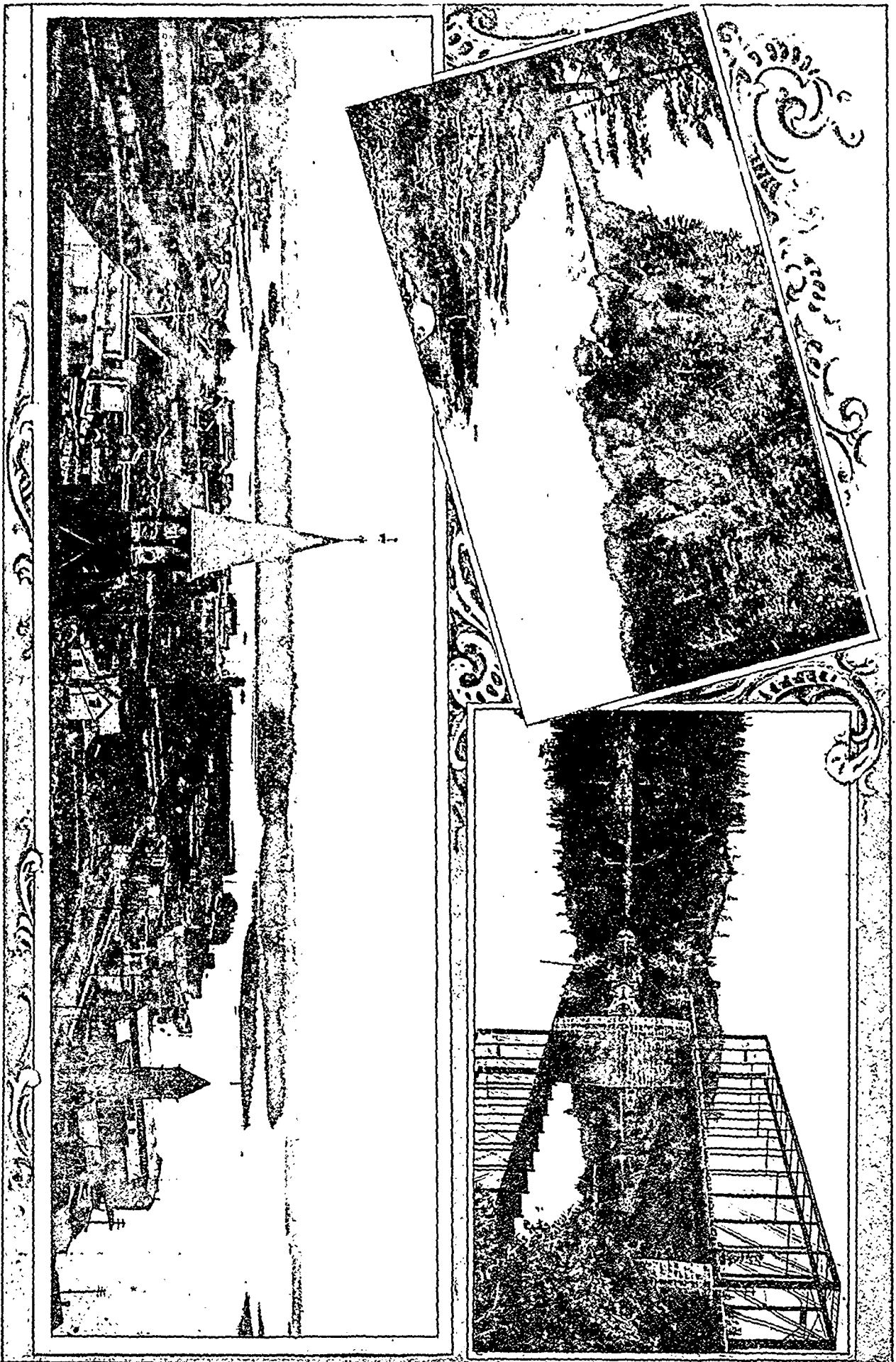
These are our Specialties, and we
are open to buy or sell them at any
time.

SEE THAT YOU GET A CIRCULAR.

PARSONS PRODUCE CO.

WINNIPEG, - MAN.

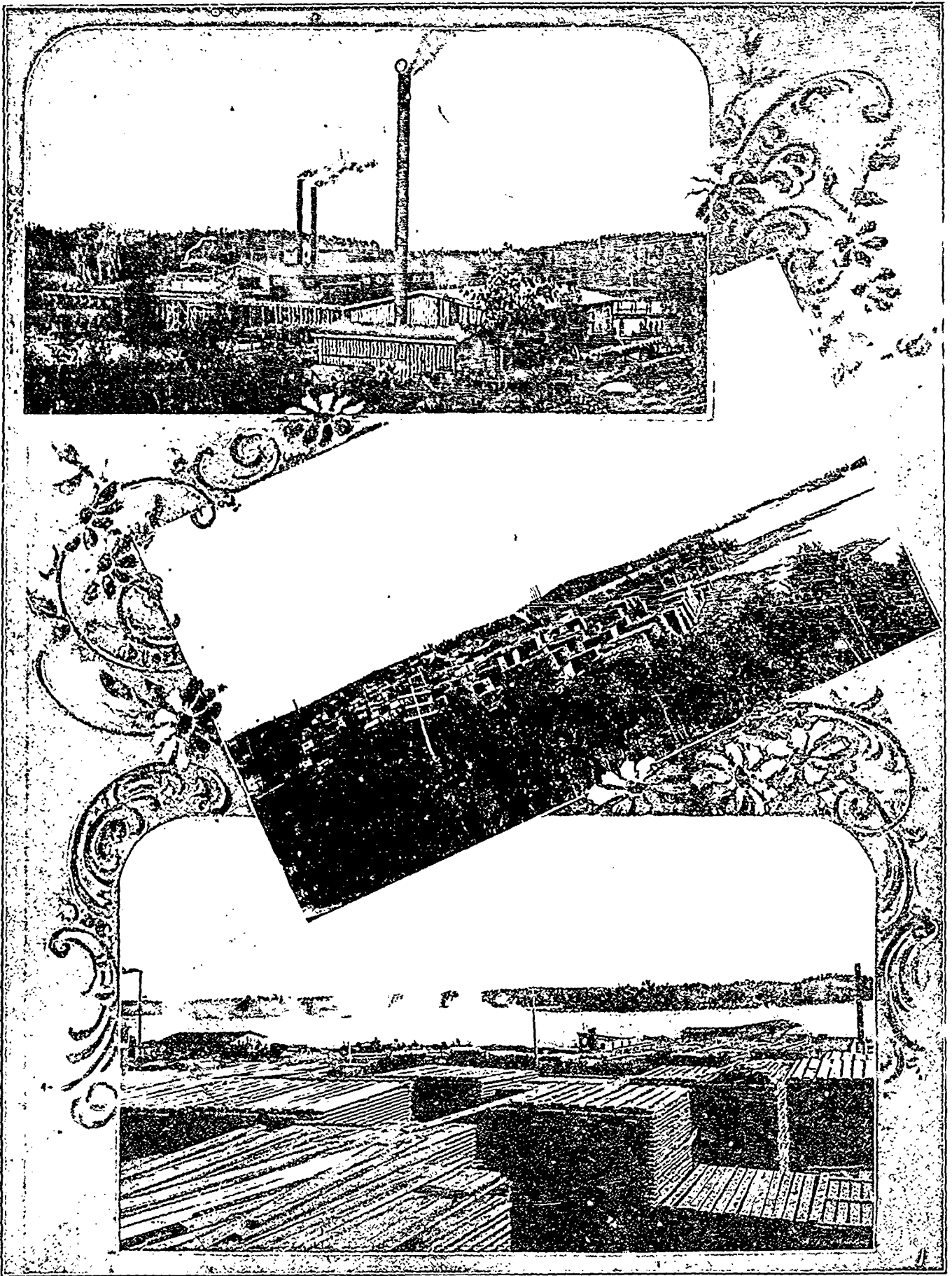
Paper in this Special Number is Manufactured by Canada Paper Company, Montreal and Toronto.



THE FIRST FALLS
FROM THE LAKE TO THE MISSISSIPPI RIVER.

TOWN OF FAT PORTAGE.

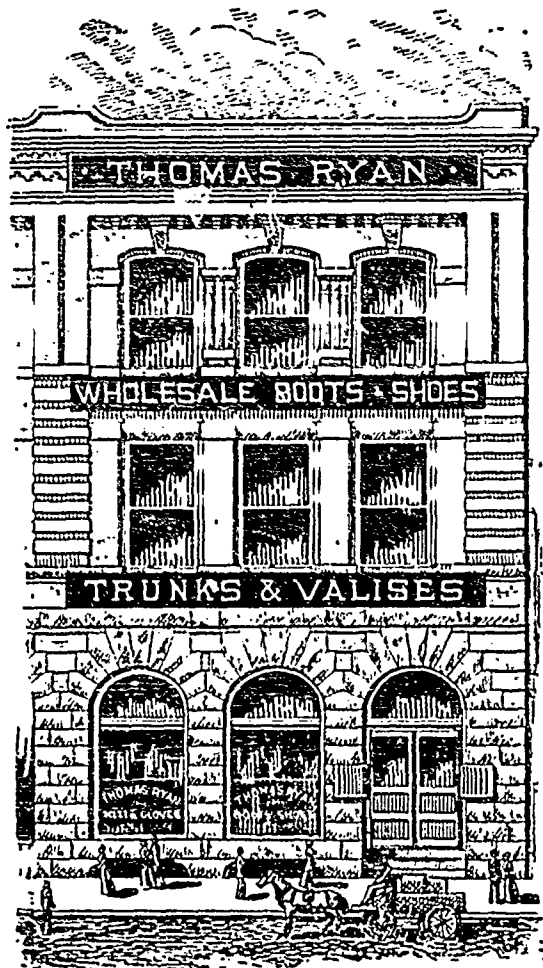
CANADIAN PACIFIC RAILWAY BRIDGE
AT FAT PORTAGE.




WESTERN LUMBER CO.'S MILLS

CAMERON & KENNEDY'S MILLS.

MINNESOTA AND ONTARIO MILLS.





WE WOULD RESPECTFULLY call the attention of our many friends and customers, to the fact that we are now in our New Warehouse, on the

Corner of Princess and Market Sts.,

 ○ ○ ○ ○

where we are carrying a large and well-assorted Stock of Spring and Summer Wear. Our Travellers are now on the road with samples of Spring and Fall Goods.

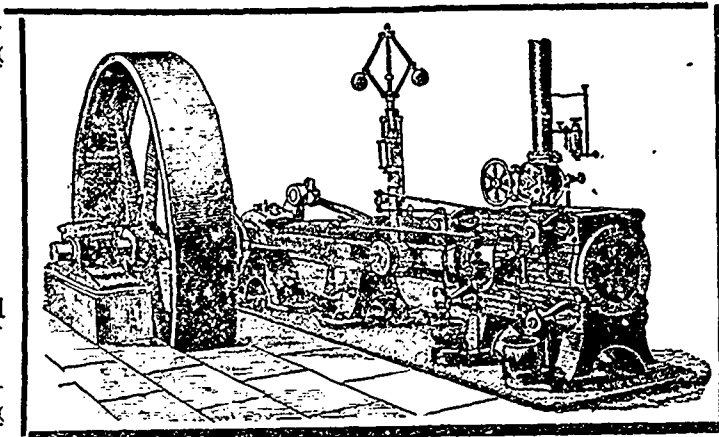
Kindly examine our Goods and Prices before ordering elsewhere.

Letter Orders will receive prompt and careful attention. Soliciting a further continuance of your favors,

Thomas Ryan.

STUART & HARPER,

Engines, Boilers,
 Steam Pumps,
 Flour Mill and
 Elevator Machinery.
 Agents for
 North American Mill
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SECOND-HAND MACHINERY OF EVERY DESCRIPTION.

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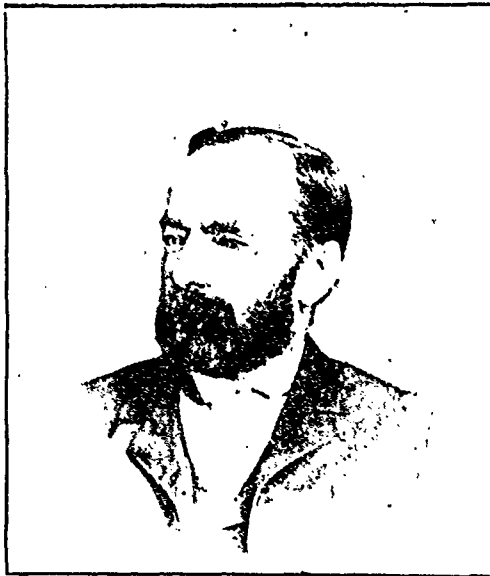
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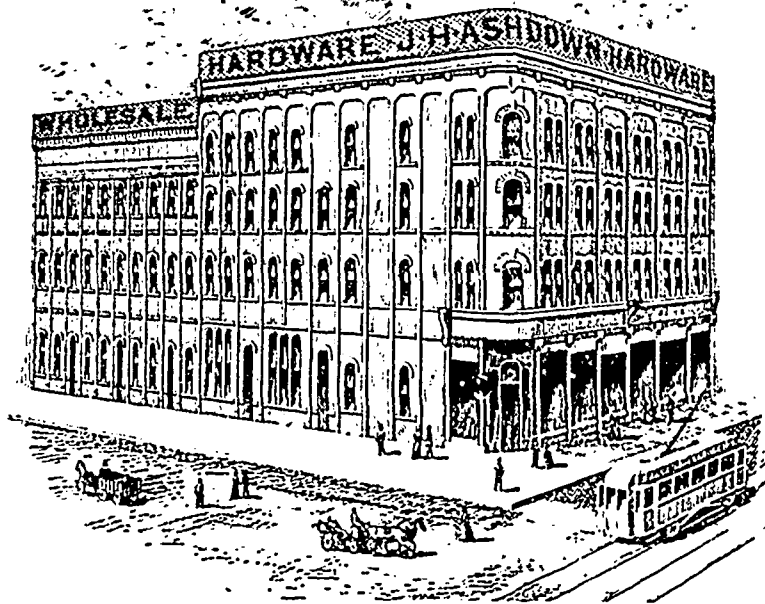
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Tools.

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SPECIAL LOW PRICES (QUOTED ON APPLICATION)
ON THE FOLLOWING LINES.

BUILDERS' SUPPLIES.	BLACKSMITH SUPPLIES.	MILL & MINE SUPPLIES.	TINNERS' SUPPLIES.	HOUSE SUPPLIES.
Carpenter's Tools.	Bellows.	Circular Saws.	Machines.	Stoves.
Mason's Tools.	Forges.	Cross Cut Saws.	Tools.	Lamps.
Building Paper.	Tire Benders.	Belting.	Tin Plate.	Granite Ware.
Paints and Oils.	Small Tools.	Packing.	Sheet Iron.	Silver Ware.
Cement.	Iron.	Coil Chain.	Copper Pits.	Cutlery.
Plastering Hair.	Nuts and Washers.	Rope.	Sheet Copper.	Fibre Ware.
Glass.	Bolt Ends.	Portable Forges.	Solder.	Brooms.
Door Trimmings.	Horse Nails.	Miners Picks	Wire.	Brushes.
Axle Pulleys.	Horse & Mule Shoes	Fuse.	Rivets.	Carpet Sweepers.
Sash Cord.	Wagon Skeins.	Blasting Powder.	Can Trimmings.	Water Filters.
Sash Weights,	Steel.	Axes,	Sheet Brass.	Washing Machines.
Etc., Etc.	Etc., Etc.	Etc., Etc.	Etc., Etc.	Etc., Etc.

THE COMMERCIAL—ANNUAL SUPPLEMENT.

mitted by them to the Government), it has not been deemed advisable to criticize the bill of the eastern boards until the Government bill is printed. The Hon. Mr. Foster, in an interview, assured delegates from eastern boards of trade that all boards in the Dominion would have an opportunity of considering his bill before it was presented to the House for acceptance. The Committee is awaiting further information from Ottawa, and the Council recommend that the present Committee, being conversant with the details, be reappointed.

INSURANCE OF REGISTERED MAIL MATTER.

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

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

CALIFORNIA MIDWINTER FAIR.

The Canadian Auxiliary of the California Midwinter Fair opened up correspondence with this council and requested that efforts be made to send extensive exhibits from Manitoba, which however the council could not see their way clear to do. It was learned that the matter of a Manitoba exhibit was attended to by the provincial authorities through the Dominion government.

DREDGING AT FORT WILLIAM.

In May last the board, at the request of the Fort William board of trade, joined in petitioning the Minister of Public Works at Ottawa, to improve the navigation at the mouth of the Kaministiquia River, by dredging. The work was undertaken by the Public Works Department as soon as possible with perfectly satisfactory results.

COMBINES AND TRUSTS.

Acting under instructions given at the last annual meeting of the board, the council prepared and forwarded to the Dominion government and members and senators from Manitoba and the Territories, copies of the following resolution:—

"Whereas, during the past year a large number of trade combines and trusts have grown up in Canada, and in some cases the avowed objects of which are to crush out all legitimate competition in the sale of numerous lines of staple goods, and in most cases to hold the prices of such goods at abnormal values, to the great injury of the consuming public of the Dominion.

And whereas, such combines and trusts are formed by manufacturers who enjoy great privileges and protection from foreign competition, under our present

national protective tariff, and have by their present action abused those privileges and protection by making them a shelter for the extortion of their combines and trusts—an abuse never intended to be tolerated by the original framers of the National policy, and which cannot now be tolerated without making the said protective policy a heavy burden instead of an advantage to our Dominion.

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

FAST ATLANTIC STEAMSHIP SERVICE.

At the last Annual Meeting the following resolutions were passed and copies thereof transmitted to the Dominion Government.

"Whereas, the Winnipeg Board of Trade, recognizing the importance of commerce with Great Britain, and feeling assured that the steady growth of exports and imports to and from that country will be materially assisted by improvements, both as to speed and capacity of the steamers of the Atlantic service, and feeling that the development of the country will be promoted by better means of transportation and that the advantages that Canada possesses from her geographical position are not at present fully availed of, and that the resources of the country, and especially of this great agricultural district, of which Winnipeg is the centre, will thereby be promoted.

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

CUSTOMS WAREHOUSE CARTAGE CHARGES.

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

RED RIVER NAVIGATION.

During the past year a Committee of this Board, acting with a like Committee of the City Council, have done everything in their power to induce the Dominion Government to take some active steps to improve the navigation of the Red River. Early last year the Joint Committee conferred with Mr. Hugh J. Macdonald, M. P., before he left to attend the House in Ottawa,

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and from that date until his resignation in the autumn, Mr. Macdonald worked heartily and earnestly with the Committee in submitting their views to the Government and in endeavoring to have the Engineers of the Department of Public Works make a thorough inspection of the St. Andrew's Rapids, as well as the plans and estimates prepared and forwarded to the Department by City Engineer H. N. Ruttan.

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

On the 9th of October, the Committee, taking advantage of the presence in the city of the Hon. Ministers of Finance and Agriculture, waited on these gentlemen and urged our claims for the improvements so often petitioned for. His Worship, Mayor Taylor, suggested that the City might see its way clear to pay a part of the cost of the required works to an amount not exceeding \$100,000. The Ministers promised to take up the matter with the Government. The Committee cannot report any further progress, except that the City Council is asking the Manitoba Legislature for authority to raise \$100,000 by by-law, to expend, if necessary, on the improvements to the Red River.

ST. PAUL RECIPROCITY CONVENTION.

In May last, the International Reciprocity Convention extended an invitation to this Board to send delegates to a meeting to be held in St Paul, Minn., on the 5th and 6th of June. At a Board meeting held 29th May, the invitation was accepted and the Council requested to arrange for the attendance of delegates, who should be governed by the following instructions, as representing the views of the Board, viz. :

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

That on the question of revenue tariff, should that question be discussed at the Convention, the delegates be instructed to oppose any movement in favor of a tariff compact between Canada and the United States, which would interfere with the freedom of either

country in making tariff or reciprocity arrangements with any other nation or colony of the British Empire, except a movement in favor of a free interchange of the raw material produced from the fields, forests and mines of both; and that the delegates be instructed to give a hearty support to such a movement, should it be made.

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

The Grain Inspector at Winnipeg reports to the Board that for the six months ending 31st Dec., 1893, he inspected 3 633,500 bushels of wheat. The inspection of this quantity gave the following percentages of grades:—No. 1 Hard 53 per cent., No. 2 Hard (including No's. 1 Northern and Whyte Fife, which are of about equal commercial value) 30½ per cent., No. 3 Hard (including No's. 2 Northern and White Fife) 6¾ per cent., leaving but 10 per cent. for lower grades. This is a very satisfactory exhibit.

LOCATION OF CUSTOM'S HOUSE.

In April, the Council represented to the Dominion Government, the great inconvenience caused to the business community by the location of the Customs House so far from the central parts of the city.

FREIGHT RATES.

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

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

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

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

The Council, under all the conditions governing the prices paid to farmers this season for grain, on the 8th

November wired Mr. Van Horne representing affairs and urging most strenuously for a material and permanent reduction on the freight rates to Fort William and all rail. The telegram was signed by the presidents of the Board, the Jobbers Union and the Grain and Produce Exchange. On the following day an answer was wired: "I see nothing that Company can do that will help matters appreciably. Nothing but improvement in the general financial situation and in the World's markets will do that. The hardships of low prices is not confined to Manitoba by any means, and large districts in the United States are much worse off than Canadian Northwest, and the situation of those dependent upon iron and other mining industries is infinitely worse than that of the farmers anywhere. The Company has suffered west of the Lakes as much as anybody and our losses there have been very heavy."

W. C. VAN HORNE.

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

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

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

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

CUSTOMS TARIFF MEMORIAL.

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

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

The memorial is given, herewith, in full:—

To the Hon. G. E. Foster, M. P.,
Minister of Finance.

SIR, The Council of the Board of Trade, as the result of correspondence with you on the subject of the man-

ner in which the present Canadian Customs Tariff affects the settler in Manitoba and the Northwest Territories, have prepared, and now beg to submit for the consideration of the Government, the following

STATEMENT:

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

1. There is in this Province a lack of the raw materials required in most manufactured articles.
2. The cost of labor for manufacturing is higher here on account of the sparse settlement, and also because the settlers attracted to this Province are a class less available for that purpose than in more populated centres.
3. The cost of fuel.
4. The cost of carriage of raw materials, and all exports.
5. Manitoba is now, and will be for many years, almost solely an agricultural country, and as such, must come into competition with all other countries producing similar classes of produce. The price to us must be the price at the point of consumption, less the cost of carriage and handling."

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

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

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

The Council respectfully submit.—

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

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

That the Government be empowered, upon evidence given of the existence of a combine to maintain or increase prices, to lower or abolish, by Order-in-Council

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the import duty on articles affected by such combine.

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

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

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

Lumber—20 per cent.

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

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

Builder's Hardware—35 per cent.

Wood Screws—2 in. or over—6c. per lb., } or equal to
 " 1 and 2 in.—8c. " } say 50 per
 " less than 1 in.—12c. " } cent.

Pumps—35 per cent

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

Tarred Felt for building purposes—½c. per lb., or equal to 40 to 50 per cent.

Rope—Sisal or Manilla—1½c. per lb. and 10 per cent., or equal to 25 to 30 per cent. if allowed to be entered at American value. In this article an excessive valuation has, on occasions, been added to the American value, so as to bring up the duty to 35 to 40 per cent.

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

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

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

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

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

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

Mechanic's Tools—35 per cent.

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

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

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

Binding Twine—12½ per cent.

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

Lubricating Oil—7 1-5 per Imperial gallon, or equal to 60 per cent.

Manitoba paid \$3,152 duty on this article in the year ending June, 1893.

Lubricating Oil—Other—25 per cent.

Manitoba paid \$731 duty in 1892.

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

Manitoba paid over \$100,000 duty for the year ending June, 1892, viz:—Mowers, \$6,389; ploughs, \$9,885; drills, \$1,314; harvesters, \$22,659; fanning mills, \$1,384; harrows, \$378; horse powers, \$1,806; portable steam engines, \$20,358; threshers and separators, \$23,471; other agricultural machinery, \$9,476.

Harness and Saddlery—35 per cent.

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

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

Coal Oil—7 1-5c. per Imperial Gallon, or equal to 85½ per cent., and in addition 40c. on each barrel. Severe and harrassing restrictions and regulations surrounding the importation of Coal Oil, greatly increase the cost to the consumer, and facilitates the maintaining of combines of Canadian oil producers.

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

Manitoba paid \$26,887 duty on Coal Oil in 1892.

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

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

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

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

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

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

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

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

Crocks, Jars and Demi-Johns—3c. per gallon measure, or equal to 50 per cent. on American value.

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

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

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

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

Gloves and Mitts—35 per cent.

Hats and Caps—30 per cent.

Cotton Clothing—35 per cent.

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

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

On goods costing \$8.52 per doz. the duty equals 41½ per cent., whereas on goods costing \$1.64 per doz. the duty equals 90½ per cent.

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

On goods costing \$1.95 per yard the duty equals 29½ per cent.

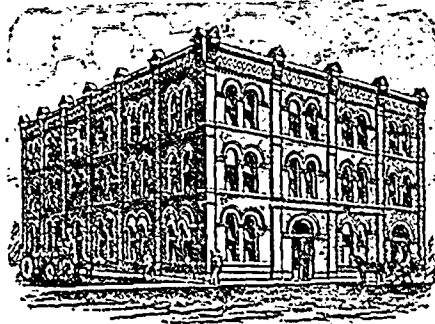
On goods costing 39c. per yard the duty equals 83½ per cent.

Hosiery—10c. per lb. and 30 per cent.

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

THOMPSON, CODVILLE & CO

WHOLESALE



GROCERS.

WINNIPEG, - MANITOBA.

THE FAMOUS

TAMILKANDE
INDO CEYLON TEA.

IN ONE POUND PACKAGES.
Sixty Pound Cases.

RED LABEL, WHITE LABEL.
BLUE LABEL.

FOR SALE ONLY BY

Thompson, Codville & Co.,

WINNIPEG.

The WATEROUS ENGINE WORKS COMPANY, Ltd.

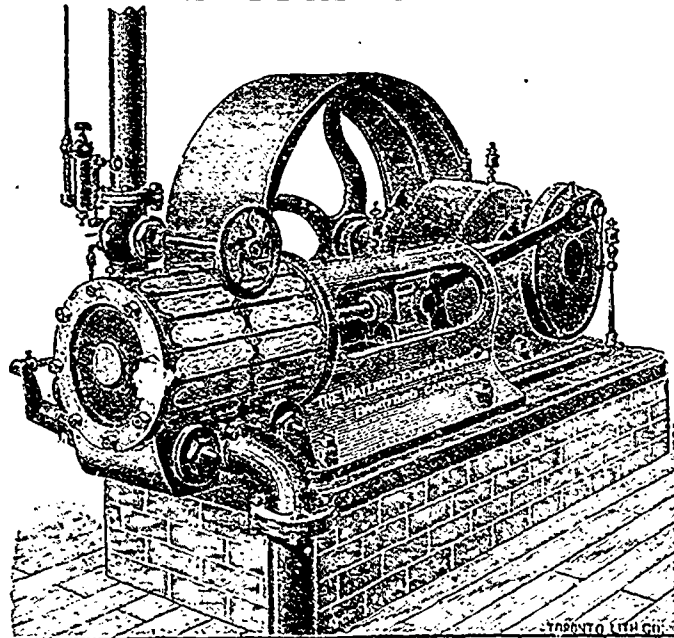
BRANTFORD, ONTARIO, - - AND - - WINNIPEG, MANITOBA.

Engines and
Boilers.

Portable and
Stationary

Circular
Saw Mills,

Dry Press
Brick
Machinery.



Mortby
Steam Pumps.

Barnard's
Elevator
Separators.

Elevator
Machinery.

Ewart Link
Belt Chain.

Threshing
Machinery.

THE NEW "ALLIS" BAND SAW MILL,
AND BAND SAW MILL MACHINERY.

STEVENS & BURNS,

—MANUFACTURERS OF—

Portable Traction and Stationary Engines, Threshers and Hay Presses.

STEVENS & BURNS
ENGINE.

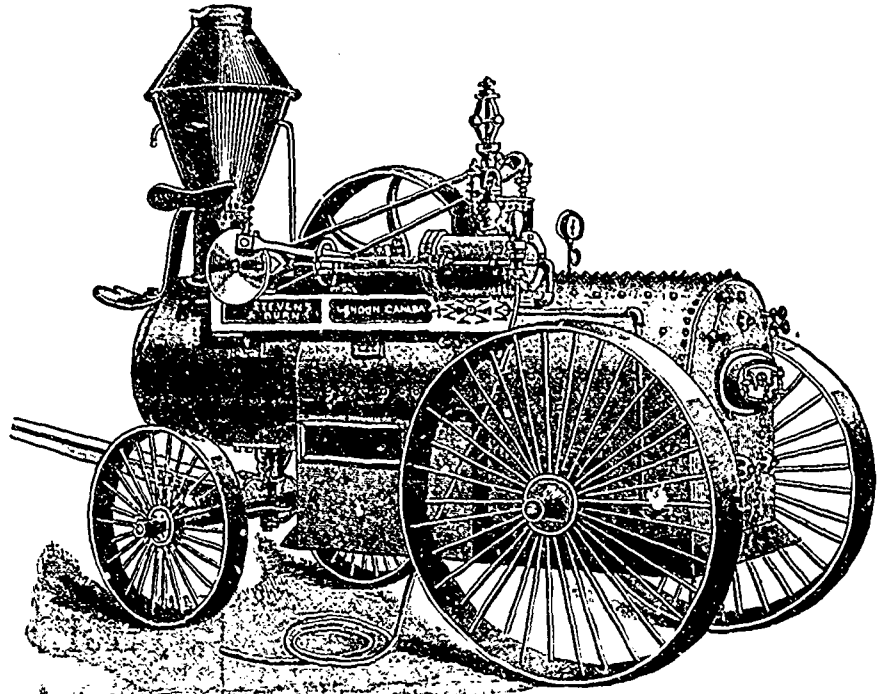
STEVENS & BURNS
SEPARATOR.

ERTEL VICTOR HAY
PRESSES.

These Goods are our own manu-
facture and we Guarantee Every-
thing.

Estimates Furnished for Water-
works Supplies.

A full line of Repairs always on hand
P O BOX 677, WINNIPEG, P O.



Works : London, Ont,

Manitoba Office, —124 Princess Street. Winnipeg, Man.

BOLE, WYNNE & CO., WHOLESALE DRUGGISTS,

PRINCESS STREET, - WINNIPEG, MAN.

FULL LINE OF

Drugs,
Patent Medicines
Sundries
and Druggists
Glassware.

WE WILL BE GLAD
TO QUOTE

= Bluestone. =

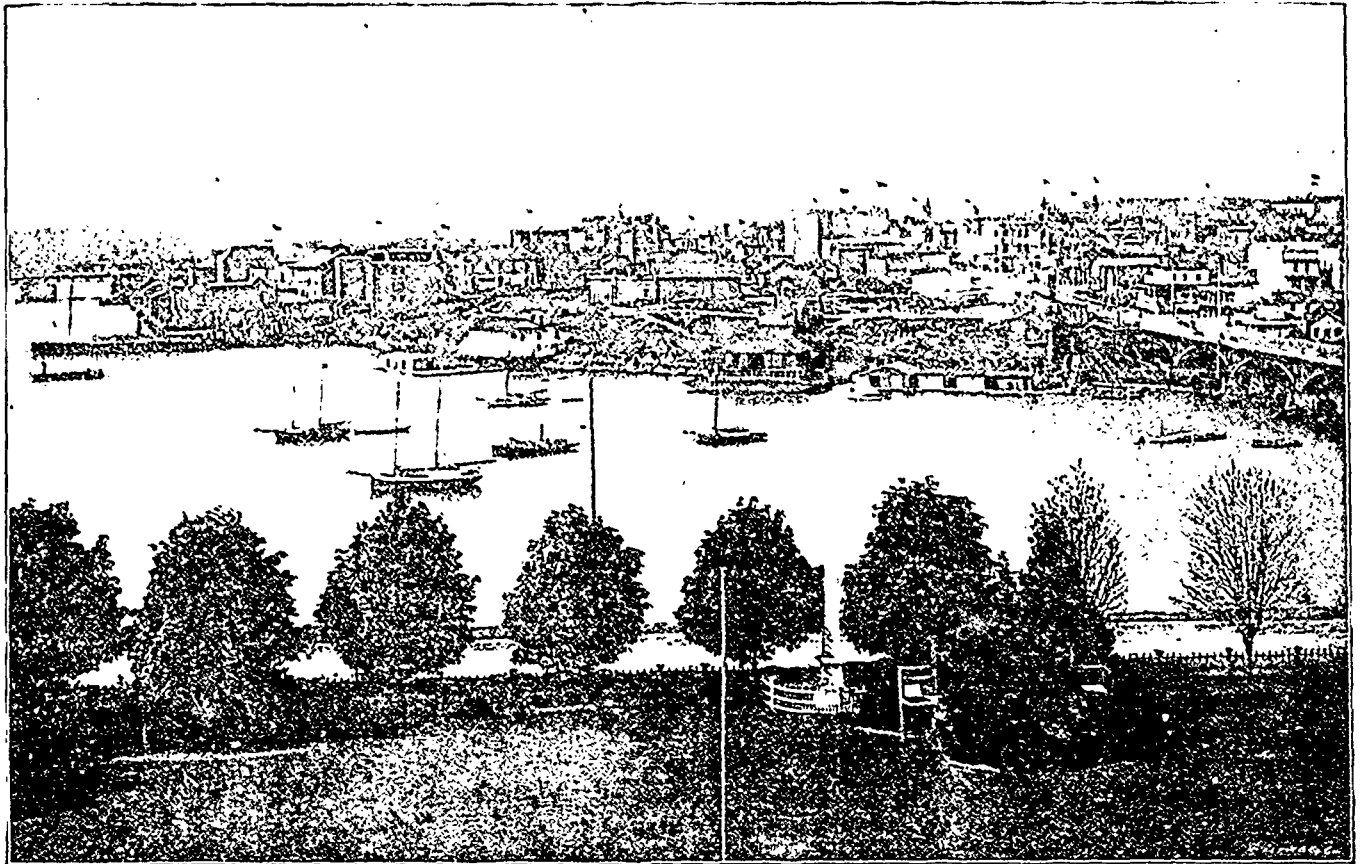
WE HAVE CONTRACTED
... FOR ...

= Strychnine. =

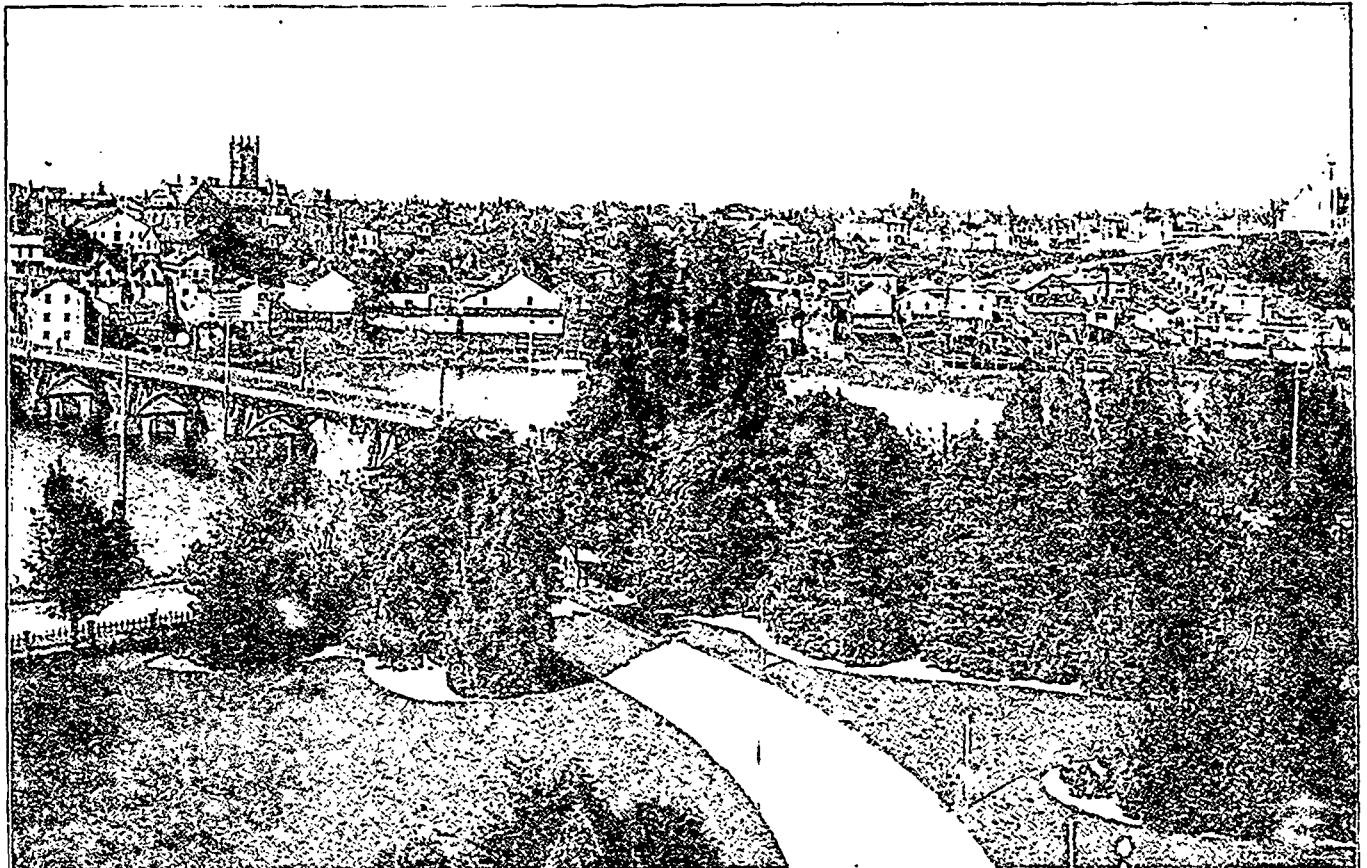
FOR COMING SEASON. WE WILL
BE HEADQUARTERS THIS YEAR
AS FORMERLY FOR THIS ARTICLE.

*** WE WOULD BE GLAD TO HEAR FROM THE TRADE ***

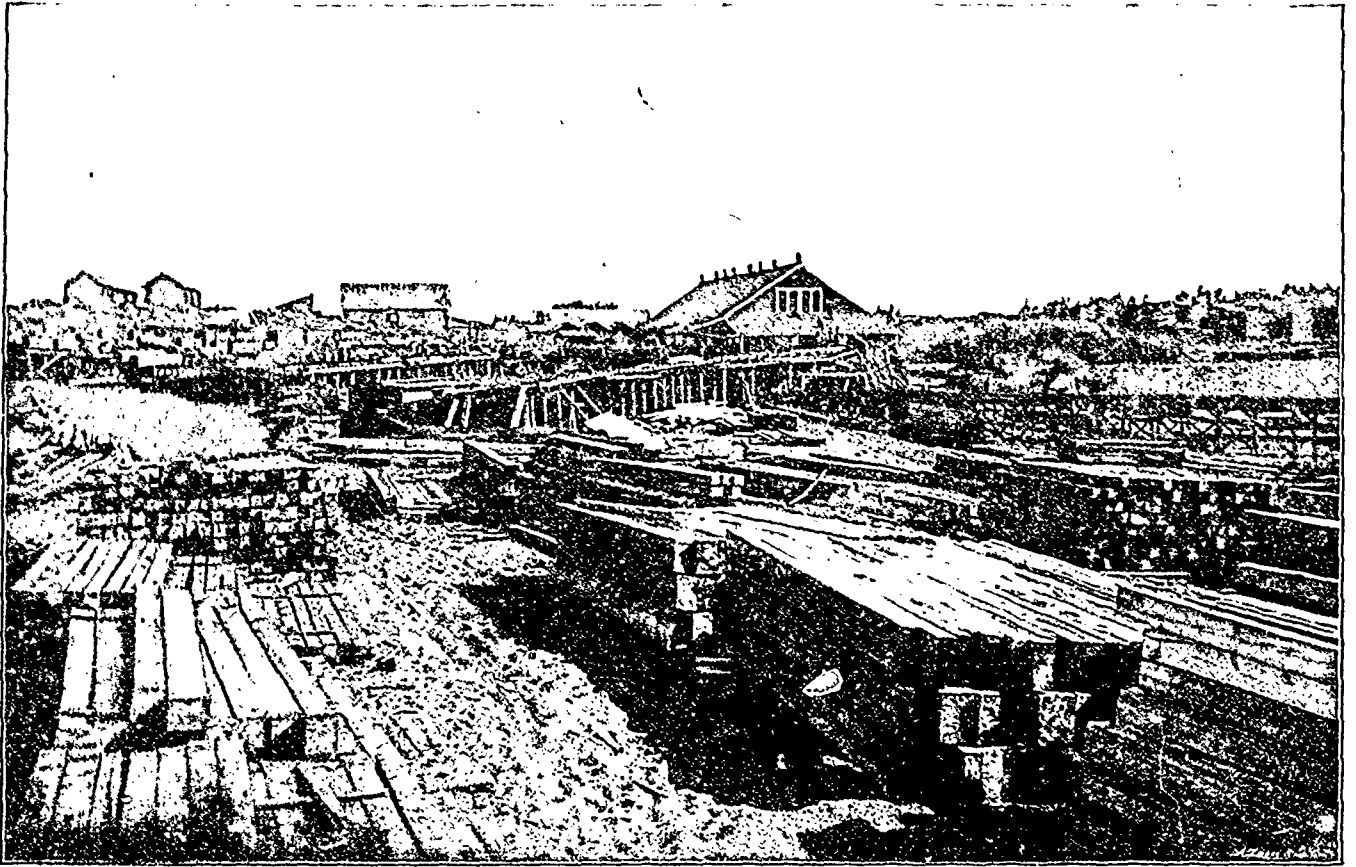
Paper in this Special Number is Manufactured by Canada Paper Company, Montreal and Toronto.



VICTORIA, FROM GOVERNMENT BUILDINGS, JAMES BAY.



VICTORIA, FROM GOVERNMENT BUILDINGS, JAMES BAY.



KERWATIN LUMBER MILLS, KERWATIN.



VIEW OF THE LAKE OF THE WOODS FROM SULTANA MINE.

G. F. STEPHENS & Co.,

MANUFACTURERS OF AND
DEALERS IN

PAINTS, OILS, GLASS,
BRUSHES, ETC.

SPECIALTIES.

Stephens' Pure Mixed Paints.
Stephens' Hard Drying Floor Colors.
Stephens' Pure Oxide Paints.
Stephens' Ready Mixed Coach Colors.
Stephens' Oil Wood Stains.
Stephens' Elastic Enamels.
Stephens' Crown Brand Lead.

SPECIALTIES.

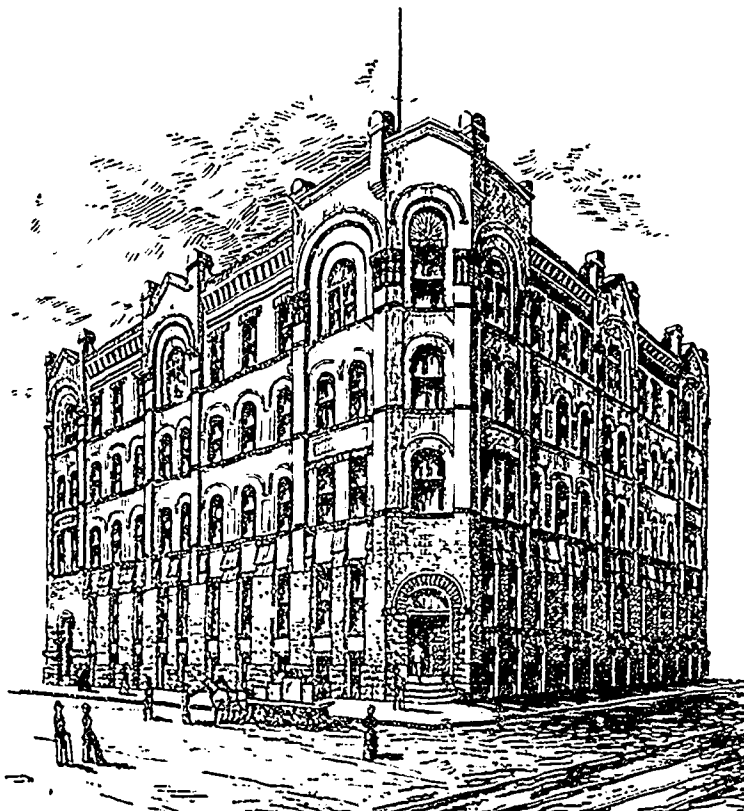
Crown Coach Varnishes.
Crown Coach Colors in Japan.
Crown Colors in Oil
Valentines' Colors in Oil and Japan.
Valentines' Varnishes.
Alabastine.
Golden Star Machine Oils.

Polished Plate Glass,

A Large Stock in hand ranging
from 96 inches in width to 160
inches length

MARKET STREET EAST, - - WINNIPEG.

J. W. PEGK & Co.



MANUFACTURERS

CLOTHING,

FUR GOODS AND SHIRTS.

WHOLESALE DEALERS

MEN'S FURNISHINGS.

Manufactory. 950 St. Lawrence St., Montreal.

WAREHOUSES:

WINNIPEG, MAN. VANCOUVER, B.C.



OGILVIE'S PRODUCTS



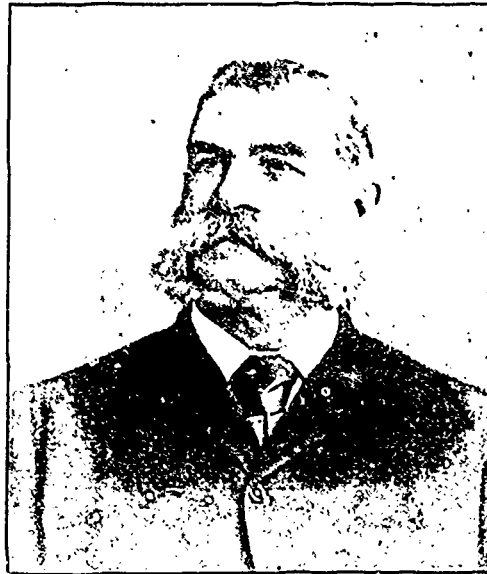
ARE THE
STANDARD OF EXCELLENCE.

DAILY MILLING CAPACITY.
8,200 BbLS.

LARGEST INDIVIDUAL MILLING BUSINESS
IN THE WORLD.

Royal Mills, - 1800 bbls.
Glenora Mills - 1800 "
City A and B - 1400 "

Strength is Purity.



MR. W. W. OGILVIE.

Winnipeg Mills 1800 bbls.
Goderich " 1000 "
Seaforth " 400 "

Economy is Wealth.

OGILVIE'S HUNGARIAN.

A granular and creamy flour. Stands unparalleled in its distinctive qualities and peculiar advantages. Milled under entirely new and unequalled methods. Pronounced by leading bakers the strongest and best flour in the market. Will make from 12 to 15 more loaves of bread per barrel than any other flour. From actual tests excels in quality for pastry, cakes, etc., and hard Spring wheat flour as now milled by Ogilvie is admitted in many respects superior to Winter or other soft wheat flours hitherto considered the exception for this class of baking, making Ogilvie's new Hungarian the best and most economical for general use over all other brands in the market. Every additional pound of bread is so much gain to the consumer. Ogilvie's Hungarian secures this benefit to you. This flour must be given a much larger quantity of water than any other. Every bag guaranteed sewn with our special twine--Red, White and Blue.

Ogilvie Milling Co.,
Winnipeg, Man.

Office of J. S. SMITH, Baker and Grocer,
KAMLOOPS, B.C., February 9th, 1894.

Car Flour shipped 19th January arrived O.K. YOUR FLOUR IS GOOD; AWAY UP. BIG IMPROVEMENT ON THE OLD PROCESS. THERE IS NO DOUBT BUT THAT IT KNOCKS OUT EVERYTHING THAT HAS YET COME ON THE MARKET IN THE SHAPE OF FLOUR. Yours, etc., J. S. SMITH.

In Handling Ogilvie's Flour

... you have ...

Head Offices: MONTREAL.

THE BEST.

Western Offices: WINNIPEG.

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

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

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

On goods costing 3 cents the duty equals 48 $\frac{1}{2}$ per cent.

Flannellettes—2 cents per square yard and 15 per cent.

On stuff printed or dyed, 27 in. wide, costing 10 cents per yard, the duty equals 30 per cent. On stuff costing 4 $\frac{1}{2}$ cents per yard the duty equals 48 $\frac{1}{2}$ per cent.

Cotton Quilts—35 per cent.

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

On blankets costing 49 cents per lb. the duty equals 40 and two-fifths per cent., while on goods at 16 cents per lb. it equals 82 $\frac{1}{2}$ per cent.

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

For the Council.

F. W. STOBART, PRESIDENT.

C. N. BELL, SECRETARY.

Several other matters, not of general interest, were referred to in the report of the Council, and some correspondence with the Ottawa authorities was also given, regarding the improvement of the Red River, which, however, gives no further information upon the subject.

THE NEW OFFICERS.

The following officers were elected for the current year:

W B Scarth, president.

R. T. Riley, vice-president.

A. Strang, treasurer.

C. N. Bell, secretary.

Council—F. L. Patton, J. Y. Griffin, D. W. Bole, S. A. McGaw, Wm. Georgeson, John Galt, J. H. Ashdown, F. W. Stobart, R. J. Whitla, S. Nairn, F. W. Thompson, K. McKenzie, J. Redmond, T. A. Anderson, H. Miller, J. H. Housser.

Board of arbitrators—W. B. Scarth, K. McKenzie, E. L. Drewry, G. F. Galt, J. Maulson, S. A. D. Bertrand, J. H. Brock, R. T. Riley, S. Spink, John Galt, Wm Hessler, J. E. Steen.

A vote of thanks was passed to the retiring president, Mr. F. W. Stobart, for his valuable services during the year, and also for his address which was ordered to be printed with the report.

The question of cold storage for Winnipeg was discussed and a motion passed requesting the Council to take this matter under consideration, and report thereon at the next meeting of the board.

The question of the Dominion Insolvency Act was discussed, and the president informed the meeting that copies of the draft bill prepared by the eastern board of trade, and also confidential draft prepared by the Minister of Finance, were in the hands of the Council, and that the matter would receive full attention immediately, and the result reported to the Board.

THE LAKE OF THE WOODS COUNTRY.

IN reviewing this wonderful district we deem it wise to quote from the special number of *The Colonist* issued last fall, and compiled after weeks of collecting data by members of the staff of that journal and of *THE COMMERCIAL* combined. The following sketches of the Lake country are therefore taken from that source:—

THE LAKE OF THE WOODS.

This wonderful lake, its matchless beauty and its rich resources in timber, precious metals and other commodities is but little known even in Canada, while in the United States none but a few lumbermen and mining prospectors know anything about it. Had it not been that the Canadian Pacific railway in its path from Atlantic to Pacific intersected it, to the present day it would have been a very *terra incognita* to those who live within a few hours' travel by rail of its beautiful shores, bays and islands. The construction of the great Canadian highway to some extent developed its lumber resources, but even these are far from being worked to the extent they might be.

The attractions of the country around the lake to the mining investor have also been hidden from view to a large extent and are only now beginning to be partially realized by a few shrewd people, who have been rated as fools by many, but whose so-called folly is beginning to be profitable in a few instances, and promises to be so in many during the next few years.

The attractions in lumbering and mining will be treated of in another portion of this number, and as the attractions to the pleasure seeker are less known than either of the two former, to the lake as a pleasure resort we must first refer.

THE TOWN OF RAT PORTAGE.

The town of Rat Portage is the principal point and centre of the district which this issue of *The Colonist* describes. It is situated near the northern extremity of the Lake of the Woods, at the exit of the Winnipeg river, just where the C.P.R. touches the lake for the first time going west. Its distance from Winnipeg is about 133 miles. The town site is rather large, extending along the C.P.R. track for about a mile and a half, and embracing smaller Norman, an important lumbering point. The site has been very well chosen, lying along the lake front where excellent wharfage can be had at very little expense and at the same time good level streets can be laid out without any costly rock blasting. There is plenty of room for expansion as the growth of the town requires it. An excellent idea of its lay out can be obtained from the engraving on another page of a general view of the town.

Properly speaking the history of Rat Portage dates from the year 1876, although as far back as two hundred years ago a Hudson's Bay Company post existed where the present east end of the town lies, near the Western Lumber Company's mills, and another below the first falls of the Winnipeg river, near where the electric light power house now stands. These were links in the chain of trading posts which that Company had established, extending from the present sight of Fort William on Lake Superior west and north through Fort Garry in the Red River district to York Factory on the Hudson's Bay. In the days of those posts this place must have presented an almost busier appearance than it does now, with the hundreds of Indians, traders and voyageurs passing

and repassing, bound for the east, west, north and south with products of the chase and trader's supplies, all directly or indirectly engaged on the business of the great Hudson's Bay Company. It is estimated that several millions of dollars worth of furs must annually have passed these posts bound for the markets of the far east. But the object just now is not to dream about those bygone days, but to deal in a matter-of-fact way with the town as it is in our time. As it has been said its history properly dates from the year 1876. In that year some of the C. P. R. contractors located their camps on the site near where the village of Keewatin now stands, about three and a half or four miles distant from the Rat Portage railway station of to-day, and they then gave to the place where they were camped the name Rat Portage. Subsequently these contractors moved their camps eastward to the site of the present town and took the name with them. Several years of very slow development followed this humble beginning and by the year 1881 very little growth or settlement had taken place. Everything at that time depended upon the development of the lumbering industry. After 1881 there followed a period of more rapid development which was only hindered and held back from assuming large dimensions by the dispute between the Ontario and Dominion Governments as to which really controlled the territory in which the town was situated. This dispute was only settled some three years ago when the whole district was given to the province of Ontario. The more rapid development which commenced, as already said, after 1881 has continued, varying only to a slight degree more or less, ever since, adding as years went by population, industries and influence to the town until to-day it stands almost the most important point in all Northwestern Ontario.

Let us look for a few minutes at the composition of the business community of the town itself and the population before going on to consider the larger subject of its industries and prospects. A conservative estimation of the population places it at about 3,000. The total number of places of business in the town is as nearly as can be calculated seventy-five. Of this number eleven are general stores; four boot and shoe stores; three clothing, gents' furnishing stores and tailoring establishments; two stationery and book stores; two drug and fancy goods stores; six fruit and confectionery stores; two liquor stores; two hardware stores; three dairy's; two butcher shops; two bakeries; one millinery store; one photograph gallery; one harness shop; two barber's shops; two paint shops; one furniture store; three watchmaker and jewelry establishments; six hotels and saloons; five mining companies; one bank; one telephone and electric light company; three building contractors; two fishing companies; two printing offices, each publishing local papers; five or six professional men, such as lawyers, doctors, etc.; and two boat-house keepers. The places of business of some of these are large and comfortable, the stocks and general arrangements of the stores comparing favorably with those in some of the large cities. This may be partly accounted for by the fact that the trade of these stores is, in the summer at least, largely with people from the cities, and these ask for and expect to be supplied with goods of the same quality and variety as they could get at their homes. Some of the stocks of goods carried in the stores of Rat Portage must run in value very close to \$35,000 or \$40,000, others perhaps something over that amount; and the total annual turn-over of stock in the usual course of business must be something near a quarter of a million dollars worth, exclusive of the lumber business. One important fac-

tor in the commercial upbuilding of Rat Portage has been its supply business with the numerous camps of lumbermen and others, and with the distant Rainy River town of Fort Francis. A large amount of supply stuff is annually sent out over the lake.

In looking at Rat Portage from a business point of view, the first thing that attracts attention, after the actual commercial interests of the town itself have been considered, is the lumber industry. From almost the earliest days of its infancy right up to the present time, this may fairly be said to have been the underlying force at work building up and developing the town. As the lumbering trade was developed the town developed, and when lumbering suffered any temporary drawback or check the town suffered proportionately. The number of mills now at work altogether, including those in Norman, is five. These are the Western Lumber Company mill, and Ross, Hall & Brown mill at Rat Portage proper, and the Cameron & Kennedy, the Bulmer or safety Bay, and the Minnesota and Ontario Lumber Company mills at Norman. These mills, together with the Dick & Banning mill at Keewatin, are all now operated and managed and their output sold by an association of the original companies known as the Ontario and Western Lumber Association. The five mills employ altogether about 500 hands, and the monthly pay roll amounts to about \$35,000. Their lumber cut will this year be about 50,000,000 feet. The business of this company is largely with the west, the supplies of lumber of the province of Manitoba and the adjacent territories being almost wholly drawn from this point. Their logs all come from the great lake and river country to the south.

Another industry, from which in the past Rat Portage has drawn considerable of an income, is the mining, but this is as yet only in the initial stages of its development. It is treated on at length in another portion of this number, and will not therefore be taken up further now.

KEEWATIN.

Three miles and a half west of Rat Portage proper, or a mile and a half west of the suburb of Rat Portage, known as Norman, is the thriving town of Keewatin, named after the great district of which this whole neighborhood was once a part, and nestling among the rocks which form the barrier between Keewatin Bay and the Winnipeg River, this town has certainly many features to attract the attention of visitors. As has been said in the part of this number which describes Rat Portage, that was the original name given to this place, but when the C. P. R. contractors moved their camps east to where Rat Portage now is situated they took the name with them, consequently when a name was again wanted for this site a new one had to be provided. The town is somewhat scattered in its appearance, one part of it lying on the south side of the bay and the other part on the north side. The site is a somewhat rugged one, huge rolling piles of rock interfering in some places with the symmetry of the streets and properties and making it difficult to lay sidewalks or make roads. Anything that may be lost in this way, however, is more than made up for by the beauty and picturesqueness of the situation.

Keewatin has existed as a town for perhaps ten or a dozen years, showing a slow but steady growth during all that time. Although it is not yet incorporated it long ago reached a stage in its development when that step would have been justified, and it is now much larger than many places both in the east and west which legally call themselves towns. The population of

Keewatin municipality, according to the best estimates, is about 1,600 people. The total number of places of business in the town is 20. This number is made up of general stores, drug stores, butcher shops, liquor stores, hotels, mills, work shops, &c., and embraces representatives of all the lines of business necessary in such a place. A branch of the bank of Ottawa is established in the town.

Like its sister town further east Keewatin depends and has always largely depended upon the lumbering industry for its existence. There are in the town two large mills, only one of which has, however, been running this summer. These are the Dick & Banning mill, which is now controlled by the Lumber Association, and which is the one which has not been running, and the mill owned and operated by the well known Keewatin Lumber Company, and managed by Messrs. R. A. and D. L. Mather, sons of Mr. John Mather, the founder of the huge industry. When the Dick & Banning mill was in operation, the annual output of lumber from Keewatin was between twenty and twenty-five million feet yearly, but since it has been shut down there is only the output of the Keewatin mill to account for, this amounts to about ten and a half to eleven million feet. The number of hands employed in the mill is about 150. It is operated solely by water-power. There need never be any fire around the place, and this adds greatly to the safety of the mill. With the water power it can easily be operated in the winter—all winter if necessary. An excellent view of the mill and lumber yard as a visitor sees it coming into the town from the east is shown among the illustrations in this number, and also views of the dwelling houses of the two resident managers, Messrs. R. A. and D. L. Mather.

Another institution which has added greatly to the progress, influence and fame of Keewatin is the flour mill of the Lake of the Woods Milling Company. This was established here that advantage might be taken of the magnificent water-power facilities which the site affords, and is considered to be one of the finest flour mills in America. It is described more fully in another part of this number.

One of the most remarkable features of the Keewatin town site is the splendid water-power facilities which it affords. The difference between the level of the lake and the level of the Winnipeg river which after making its tumultuous exit from the lake near Rat Portage turns and flows parallel with the lake and past the town of Keewatin continuing near the lake for several miles but 18 to 25 feet lower in level. At Keewatin the thickness of the rock wall which divides the lake from the river is only a few dozen yards in some places and by cutting through this power can be secured enough to drive any number of mills. Considering then the ease with which this magnificent water-power can be brought into use it is not too much to expect that some day there will be assembled here great flour mills grinding the wheat from the vast prairies of Manitoba and the Western Territories, lumber mills sawing the logs gathered from the wooded regions surrounding the Lake of the Woods and perhaps stamp mills crushing the ores from the mines of this whole district. The great size of the lake prevents the possibility of a freshet or scarcity of water even if there were a hundred mills.

WATER POWER.

Nature has placed water power almost unlimited around Rat Portage, Norman and Keewatin, and the power available is steady the whole year round. These

towns lie along the narrow neck of land dividing the Lake of the Woods from the Winnipeg river, and the river flows for several miles parallel almost with the lake, only at a limit varying from 17 to 24 feet lower. The first volume of water breaks over this narrow barrier at the western limit of Rat Portage, where the power house of the Electric Light Company is now located, and is utilized as yet for no other purpose. The second volume rushes over the falls into the river a little over a mile further west near the suburb of Norman. Further west still the waters of the lake once more break over the barrier, rushing from Keewatin Bay into the river below. The power at this point has been utilized for some time by the Keewatin Lumber Company's mills, the lumber mills of Messrs. Dick and Banning, and the Lake of the Woods flour mills. The whole lake serves as a reservoir of supply, so that there need never be any fears about any decrease in level or flood, which would in any way interfere with the operations of industrial institutions located at any of the three falls. The only real difficulty, in the case of a multiplicity of mills, would be the securing of proper sites for such mills at points where the power could be conveniently utilized, so narrow are the gorges and so uneven the rocky ground around the different falls, and the first and second in particular.

A company has been formed and power secured, which would meet all the difficulty in the distribution of water power above referred to. The channel of the first forms an eastern, that of the second a western, the lake a southern and the channel of the river below a northern boundary to what is known as Tunnel Island, so called because of the tunnel through which the main line of the Canadian Pacific railway passes, being located on that island. The company have powers to cut a mill race along the shore of this island, where there is quite an area of level land, on which the mills could be located, and could utilize the water power from this race. The company has an authorized capital of one million dollars, and embraces in its composition some of the most wealthy mill owners of the district.

This project if carried out in full would secure a water power of over forty thousand horse, and for many reasons would be the finest on the American continent. When it is taken into consideration that the power would be almost seven times as large as that of the Saint Anthony falls at Minneapolis, some idea of the facilities for locating a huge industrial centre can be had. At present there is no immediate call for this great power, nearly all of which is running to waste. If, however, the progress of hard wheat culture over the prairies of Manitoba and the territories of the Northwest progresses during the next twenty years in the same proportion as it has done the past ten, flouring mills capable of producing thousands upon thousands of barrels of flour daily will be constructed there, and utilizing the water power now going to waste. Should gold mining on the lake make any rapid progress in the near future, quite a share of this power will be wanted for ore milling purposes. It is beyond a question, that in this power there is one of the greatest sources of future wealth to be found in Canada.

THE LAKE OF THE WOODS MILL.

So many of the songs and little poems of our youth are about the mill, and so frequent is the institution mentioned in rural romance, that we cannot help associating the wheat grinding institution with something rural or romantic. Of course this is with the mill of our fathers, with its high overshot wheel outside the building, and the unceasing clatter of the hopper

MINING ON THE LAKE.

within. The modern mill, with its roller process machinery, is a totally different institution, and one about which there can be but few romantic associations.

The Lake of the Woods mill, an illustration of which is given in this number, is one of the most modern of flouring mills, and is the largest in Canada, and one of the most perfectly constructed and fitted up in the world. There are no romantic associations around it, unless that it is located in the beautiful district in which it is, and its site on the narrow neck of land between Keewatin Bay and the Winnipeg river is certainly one which any poet might select, as a sequestered spot in which to dream. But the sight of the massive stone mill, and the adjacent huge grain elevators, with their 700,000 bushels capacity, are too ponderous for poetry, and too huge for romance.

This mill has a capacity of 2,000 barrels a day, and its products are famed for their superior quality all over Canada as well as in European markets. Standing as the institution does on this narrow neck of land, with the waters of the lake rising from 17 to 20 feet above the level of the river below, the water power by which the machinery of the mill is driven is practically unlimited. Inside the building every detail of the machinery is of the most modern and improved type. A view of the first floor above the ground level, with its long rows of roller mills at work, is one not soon to be forgotten by any person who has a taste for the mechanical. Besides the mill and the two elevators, there is a cooper's shop in connection with the institution for the manufacture of the barrels used by the company in shipping their flour to the Maritime Provinces and to Europe.

Located as this mill is on the line of the C. P. R. from the prairie country to the east, its manufactures are distributed nearly all in the east and in Europe. To handle the trade of the prairie country, British Columbia and Eastern Asia, and avoid the folly of "carrying coals back to Newcastle," the company purchased a mill at Portage-la-Prairie in Manitoba, overhauled it, re-fitted it with new machinery and more than doubled its capacity, raising it to more than 800 barrels a day. To keep both of those mills running at full capacity would require over 12,000 bushels of wheat a day, from which fact some further idea of the magnitude of the company's business can be had.

This company have their eastern offices in the new Board of Trade building at Montreal, where Mr. Robert Meighen, the president, and Mr. W. A. Hastings, the Manager, attend to the eastern and export business. Mr. Geo. V. Hastings, who has heretofore resided at Keewatin, is the mechanical superintendent, and has on his hands the work of looking after the construction and repair of all mills, elevators, and other institutions belonging to the company. Mr. S. A. McGaw, who is located at the company's offices in Winnipeg, looks after all the grain buying and shipping arrangements of the concern. The company have in the neighborhood of thirty receiving elevators at leading grain points in Manitoba and the Northwest Territories, besides a number of warehouses at less important points. Under the management of these gentlemen the business of the company has been a success even in years of the most trying market depression. This institution is undoubtedly one of the most prominent industrial concerns on the Lake of the Woods, and as it runs almost day and night during winter, when lumbering is at a standstill, it causes a liveliness and circulation of money then, which in a great measure breaks up the monotony of the cold winter.

For over twenty years it has been the opinion of many who might be considered competent judges, that the rocks on the islands and mainland around the Lake of the Woods contained numerous auriferous veins, which the prospector, the miner and the capitalist would in time develop into a number of profitable gold mines. We say for over twenty years, for explorers and prospectors had picked up as early as 1872, pieces of rock containing proportions of free gold visible to the naked eye, and in a few instances small nuggets, bedded in the rock have been picked up.

It seems that all over the world, a gold producing region, when it is first discovered, is sure to be in more or less of an inaccessible locality, and the Lake of the Woods gold region was no exception to the rule. Up to the year 1881, no railway communication from the centres of civilization reached the shores of the Lake of the Woods, from either the Canadian or the United States side, although from 1875, steamboats from the northwest angle on the United States side made trips over a large portion of the navigable portion of the lake. These boats were, however, engaged in lumbering or in the construction of the Canadian Pacific Railway, and no mining effort was for many years made, backed by sufficient resources to employ steam navigation in connection therewith.

The visitor to the lake, if he will only view in passing there by rail the terrible cuts through rock, dumps over almost bottomless swamps and muskegs, bridges and trestles over gorges, chasms and deep valleys and tunnels through hills impossible to be climbed by the locomotive, will have some idea of how truly inaccessible the Lake of the Woods was, before millions were expended in successfully opening up the country by railway construction. Before the advent of the iron horse, the only attempts at opening up the gold bearing resources of the lake were made by the mining prospector with his pick, his canoe or boat, and if he could afford it, his Indian guide. The perseverance of some of those early prospectors, and the labor and privations that fell to their lot in their lonely wanderings, furnish records of indomitable courage, will-power and endurance, which will compare favorably with those of the first explorers and pioneers of the early part of the eighteenth century. It was not, therefore, until the Canadian Pacific Railway construction neared the shores of the lake in 1880, that any effort beyond that made by the lonely prospector was possible, and not until regular communication was opened in 1881, did the usual swarm of gold hunters enter the lake country, and commence their wanderings and search along its shores and among its islands.

It might be reasonably be expected, that with railway communication into the heart of the gold bearing district of the Lake of the Woods, mining progress would have made rapid strides during the past decade. But people who were sanguine upon this point were doomed to disappointment. A combination of circumstances effectually blocked any real progress, and until about three years ago the only evidences of any mining movement around the lake was the presence in numbers of that personage, the successful mining prospector, who is ever ready to open the doorway to millions to the capitalist with a few thousand dollars, and open the door on the ground floor too.

It would be harsh as well as unjust to rate all men of the above class as frauds or scheming loafers, for many of them had expended their resources and earnings for several years in their search for gold, as well as having

endured much hardship and privation in their wanderings. Besides, not a few of them had discovered and located gold bearing claims, which the experience of the past three years have shown to be very valuable properties. Even these adventurous spirits, irresponsible as they were in many instances, were made, along with outsiders of a speculative inclination, dupes of a lot of unprincipled speculators, mostly from the city of Winnipeg, and nearly all from that freebooter gang who figured prominently in the great Manitoba real estate boom, which collapsed in the beginning of 1882. Not a few of those reckless and unprincipled gamblers were members of Provincial or Dominion Parliaments, and a small number wore the title of Honorable, a title which has been so disgraced and bedraggled by many Canadian politicians during the past twenty years that a scrub pig, in a pound for depredating, might be ashamed to wear it. Companies were chartered and stocks sold by organizations headed by such men, in mines which existed only in the prospector's location, and a title to which could not be obtained, even if a valid claim were made, and in some instances these companies had no right to any title to the claims they pretended to own. As might be expected, such companies, organized with one view, namely, of selling their stock to dupes, soon went to pieces and left among their dupes many a poorer and wiser man. Such action was the means of preventing capital from coming to aid mining development, and many men of stamina and some means got thoroughly disgusted with the Lake of the Woods mining, and withdrew from the field altogether, although they had shown quite a little interest and were prepared to invest considerable means in its development.

In all new countries politicians are as a rule a dead load on real progress. If a party in power makes any progressive move, it is sure to be bitterly opposed by those in opposition. On the other hand, any such move by the party in opposition is almost certain to be retarded, if not blocked, by the party in power. In short, Canadian political parties now contend for the interests of party, not for those of the country, and if they do inaugurate or support any progressive measure, it is because such progress and the interests of party run in the same groove. Politicians are therefore no friends of true progress.

In connection with gold mining on the Lake of the Woods, the greatest opposition to progress has come from the jealousy and contention of politicians. Every intelligent person is familiar with the long struggle between politicians of one school who controlled Dominion affairs, and those of another school, who controlled the affairs of the Province of Ontario. Each claimed the right of administration of affairs in the territory from Lake Superior westward to the White-mouth River, or within forty miles of the Manitoba boundary. During all this long struggle it was impossible to obtain a crown title to any mining lands on the Lake of the Woods, and until the Imperial Privy Council decided the matter in favor of the Province of Ontario, some three years ago, no titles were granted. Since then the claims of every just claimant to mining locations have been met by the prompt granting of a clear title just as soon as the Provincial Government could overtake the work. The number of patents granted for mining lands up to the present date are now legion, and while many are valueless, quite a large number promise to be valuable possessions to their owners.

Since the granting of patents began, work in the real development of gold mining has gone on in earnest,

and there are a score or more of locations on which investments of from a few hundred to a few score thousand of dollars have been expended in the direction of development. In the Lake of the Woods, as in other mining countries, all the work done has not been wisely directed, and some are realizing that they have spent their money in vain. On the other hand, some have expended money and work wisely, and as a result have begun to reap a good return.

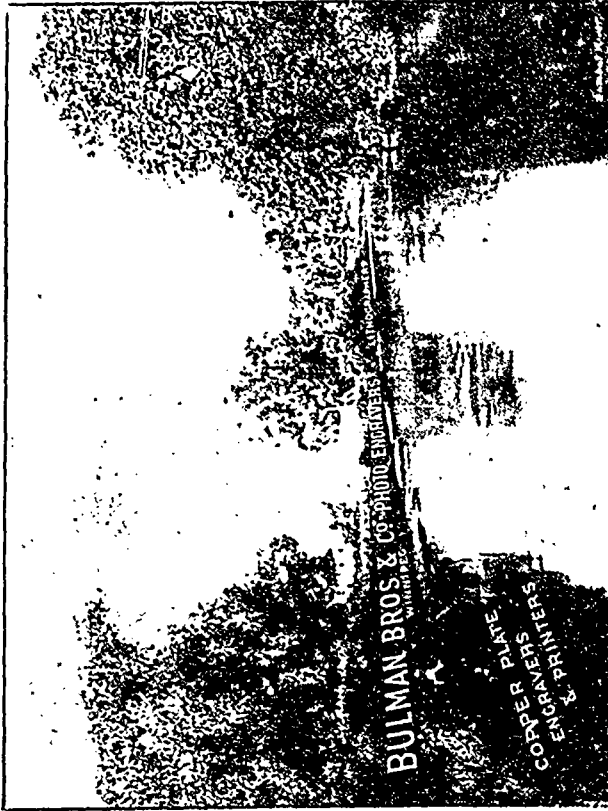
Among the mines of the Lake of the Woods where intelligent investment and work have been most liberally expended is the Sultana Mine, located about nine or ten miles southeast of Rat Portage. Mr. J. F. Caldwell is the sole proprietor of this mine, and since he commenced operations there, he has silently, and without consulting any outsider, pushed forward the work of development. Being a practical chemist by profession, he has carefully studied out different methods of treating the ore taken from the mine, and has now reached very satisfactory results. He has taken out several hundreds of tons of ore, a large portion of which he has milled right on the ground, and extracted the gold therefrom, which has been shipped from time to time to the mint at New York. After the work of concentrating he has shipped quantities of his ore to centres in America and Europe, where it could be more carefully treated than he could with his stamping mill. In this, and in other ways, he gradually discovered what he thought the best process for treating the ore of the Sultana Mine, and decided upon the Cyanide process. He has accordingly secured a full outfit for treating by that process, and with his former mill he carries on the work of concentrating and preparing for the Cyanide treatment.

At the Sultana, Mr. Caldwell has sunk two shafts and followed three drifts, and in all five places he has struck pay rock in abundance. Work is going on steadily at the mine, and with results of the most satisfactory character. Mr. Caldwell did not state, nor were we inquisitive to ask, the product in gold of the mine for any given time, but we learned that he had taken out quite a few thousand dollars worth; that the mine was now paying him liberally on all the funds he had invested therein; and that it was not for sale as it was now down to the position of a paying industry, and as he was still comparatively a young man, and had no desire to retire from business, he felt as much at home at the head of a mining industry as at the head of a business in any other field.

Altogether Mr. Caldwell has done more at the Sultana mine for the real development of gold mining on the Lake of the Woods than any other man engaged therein, and it is satisfactory to know that his efforts are proving profitable.

At the Gold Hill mine, some sixteen to eighteen miles southeast of Rat Portage, mining operations of an extensive character have been carried on during the past two years, under the management of Colonel Burdette, one of a syndicate of Minneapolis capitalists, who own this mine. Some of the members of this syndicate are veteran gold miners who have had experience in California, Montana and Colorado, and consequently work at the Gold Hill has been pushed along with intelligence and vigor, and latterly with profitable results. At present an additional outfit of machinery is being added to that already located at this mine, and in a few weeks work will be pushed with even greater vigor than in the past. The proprietors are now satisfied that they have a large vein of ore, which is not refractory, but can be easily and cheaply milled.

A number of other mines could be instanced, at



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which thousands of dollars have been expended in development, and where paying results have been reached. The two above named are sufficient, however, as they demonstrate clearly that gold mining in many of the locations in the Lake of the Woods can be made profitable in any instance, when the expenditure and work is directed with intelligence and a knowledge of mining.

The trouble with the gold bearing rocks of the lake has not been that they did not contain a large enough proportion of the precious metal, but that the process of extracting it from the rock has been so far a matter of experiment only in many instances. Most of the ore is undoubtedly refractory, and cannot be treated in the primitive methods so common even among miners who are lacking scientific knowledge. All the ore is not refractory, however, and hundreds of tons of high grade, free milling ore have been taken from the different mines on the lake. Still, mining will not develop with the rapidity it ought to display, until a very large number of the gold-bearing veins are handled and studied in a practical and scientific manner, in order to discover the most economical method for their working. There is no trouble about securing a high and an honest assay of ore from scores of locations, but the study of economy in the treatment is the vital point. That some cheap method of treating the refractory ores, to be found in such abundance around the lake, will be discovered in the very near future is a matter beyond doubt. Once that method is discovered scores of locations now lying idle will be worked, and mining as an industry will become one of the great powers in building up the Lake of the woods country.

There is no reason why gold mining on the Lake of

the Woods should not, within a very few years, assume large proportions. The day of rascally speculation and fraudulent stock peddling is past. The day of uncertainty as to titles to locations is also past and gone. The day when trouble with the treatment of refractory ores will be over cannot be far distant, and once that is reached, it only requires capital, and not in huge accumulations either, to set scores of mines at work, nearly all of which will prove source of wealth to their owners, and will give employment to thousands of industrious workmen all over the lake.

A NEW WHOLESALE WAREHOUSE.

ONE of the best blocks in Winnipeg which was completed during the present year, is the substantial stone and brick structure on the corner of Market and Princess streets. This building, though erected the previous year, was not fully completed until last spring. The block is divided into two warehouses, one of which is occupied by Thomas Ryan, wholesale dealer in boots and shoes etc. Mr. Ryan moved to these premises last spring, from his old location on Main street. Though Mr. Ryan's building on Main street is one of the finest blocks in the city, it is not so well adapted for wholesale purposes as for retail trade, etc., and it was with the object of securing premises better suited to his growing wholesale trade, that he moved to his present quarters.

The new building is a very substantial structure. Nothing was slighted in its construction, and the in-

terior is conveniently and handsomely fitted up. The portion of the block occupied by Mr. Ryan is 30 by 100 feet, three stories and basement, thus giving four large floors. On the ground floor are the offices and sample rooms, with packing and shipping room in the rear. The other three floors are filled with stock, which just now is very large, the complete spring stock being in, in boots and shoes, rubber goods, trunks, valises, etc. The building is supplied with electric elevators and all other conveniences.

In connection with this reference to the building, we may add a word or two about Mr. Ryan, whose business is one of the oldest in the city. Mr. Ryan came to Winnipeg in 1877 and at once engaged in the retail shoe trade. He has therefore been here 20 years, and has seen Winnipeg grow from a frontier village to a commercial metropolis. He has been continuously in the trade since his arrival, passing through the "boom" period, and successfully weathering the collapse which followed those days of inflation. He built a fine stone block on Main street early in the eighties, where he continued to carry on his large retail trade, and later embarked in the jobbing trade. His business is now confined to the wholesale trade entirely, and this he is prosecuting successfully and progressively, with full confidence in the future of the country.

Mr. W. W. OGILVIE.

THE holiday number of the *Northwestern Miller* of Minneapolis, Minn., U. S. A., publishes an engraving of three portraits in a group, the individuals represented being Carl Haggemacher, of Budapest, Hungary, C. A. Pillsbury of Minneapolis, U. S. A., and W. W. Ogilvie of Montreal, Canada, and an article headed "A triumvirate of Millers" in which the following sketch of Mr. Ogilvie appears.

The milling business of the Ogilvie family, now so extensive, was founded in 1801 by the grandfather of our subject, who built a mill at Jacques Cartier, near Quebec, followed by another mill at Lachine Rapids. In 1852, the Hon. A. W. Ogilvie and his brothers, John and William, erected the Glenora mill on the Lachine canal, and at subsequent dates erected the Goderich, the Seaforth, the Winnipeg and the Royal mills. These mills, together with the Montreal City mill, a recent purchase, make up a total daily capacity of 7,500 barrels of flour, or 33,000 bushels of wheat, which is supplied from forty elevators owned by W. W. Ogilvie, in Ontario, Manitoba and the Northwest Territory.

Mr. Ogilvie has always been a most progressive miller, and was the first to introduce the roller milling process into Canada, having gone to Hungary to study the system immediately after the new method was put in operation there.

One who enjoys close acquaintance with Mr. Ogilvie and his methods, states that what he does not know concerning wheat, wheat-land and flour is not worth knowing. He travelled Canada's wheat fields years before they were utilized, and has done so hundreds of times since, and, naturally, has always been so well informed that whenever he desired to erect a mill he did so in the best place possible. He was the pioneer wheat buyer in Manitoba, and has contributed largely to the development of that province. From a small shipment of 500 bushels in 1876, the shipments to his own mills have steadily increased, and reached about 4,000,000 bushels last year.

An idea of the magnitude of Mr. Ogilvie's business may be had from the fact that, notwithstanding that he has the best labor-saving machinery, he paid last year \$226,000 in wages alone. His head office in Montreal is one of the most attractive buildings of that city, including a handsomely-furnished and well-equipped reading and recreation room for his large staff of employes.

Mr. Ogilvie's method of conducting his huge milling business has always been of a very advanced sort, the greatest care being taken and no expense spared to keep the mills in the most improved and modern condition. For selling the product of this immense concern, agents are located in all parts of Canada and Great Britain, the consequence being that the Ogilvie flours are widely and favorably known.

A Canadian exchange, commenting on our subject, remarks: Emerson, in his sketch of Napoleon, says: "That common sense, which no sooner respects any end than it finds the means to effect it; the delight in the use of the means; in the choice, simplification and combining of means; the directness and thoroughness of his work; the prudence with which all was done—these were characteristics of that great man of the world." These are the characteristics which mark W. W. Ogilvie a Napoleon of the milling trade in Canada.

Mr. Ogilvie has not, however, always confined his operations to Canada, for, after buying wheat at an early date in most of the wheat districts of that country which were then settled, he went to Chicago in 1856, and was among the first to ship wheat from Chicago to Canada. Shortly after the railway was completed from Chicago to Galena, he began buying on the Mississippi, and shortly after the completion of the Mississippi and Lake Superior railway, he shipped wheat up the Mississippi river from Red Wing, Winona and Hastings by barge to Stillwater, thence by railway to Duluth, and east by the lakes. He was the first to ship wheat out of Manitoba, bringing it up the Red river by boat to Fargo, and from thence by the Northern Pacific railway to Duluth. He states that one can hardly realize the change that has taken place in northwestern America in thirty-five years.

A LARGE HARNESS HOUSE.

ONE of the most important business establishments in Winnipeg is the harness and saddlery house of E. F. Hutchings. This is both an industrial and commercial business, as Mr. Hutchings does a large manufacturing business, in addition to his wholesale trade. His wholesale warehouse, located on the corner of Main and Market streets, is one of the prominent buildings of the city, and with its four stories and basement, or five floors in all, affords room for carrying on a very large business. The building is filled from top to bottom with goods, including harness and saddlery goods generally, collars, whips, saddlery hardware, leather and findings, horse robes and blankets, etc. The stock of saddles is very large and varied, from a common pack saddle to the finest English, or the elaborate cow boy saddles. The past season a new line was added, being boot and shoe findings, shoemakers' leather, tools, etc. Mr. Hutchings has within a few days purchased the large wholesale stock of Tulloch & Co., consisting of leather and boot and

shoe findings, etc., and a large lot of fine English uppers. These goods he will offer at a greatly reduced price.

In addition to the large Main street building, Mr. Hutchings also occupies another large building on Market street east, a little distance from his warehouse, which is used mainly for manufacturing horse collars. This is a very important department of his business, his home manufactured collars being a special feature, while in harness and saddles he also turns out a great quantity of home manufactured goods, giving employment to as many as 50 to 60 men. This shows the importance of the industry to the city.

The business is one of the very oldest in the city, having been established as early as 1867 by the late Mr. Stalker, who was later joined by Mr. Hutchings, and for many years the business has been carried on by Mr. Hutchings alone, during which time the present large wholesale trade has been built up.

OUR PORTRAIT PAGE.

THE fine portraits on one of the illustrated pages of this number represent men who have been prominently connected with the Winnipeg Board of Trade and Grain Exchange in the past, and who with one exception are still prominent in connection with the city's trade, and the grain trade of the Northwest, and to enlighten our readers it is necessary to give a few historical notes about

THE WINNIPEG BOARD OF TRADE.

Away back in the early seventies the young city of Winnipeg had many internal dissensions and among the contending institutions were two independent Boards of Trade, neither of which were properly chartered and accredited, and both of which were mere buttressing institutions for opposition political or municipal candidates. This state of wrangling continued for some years, until in 1878 the purely trade element had grown strong and divorced itself from politics and other outside influences, and early in 1879 a regular and properly constituted Board was organized with Hon. A. G. B. Bannatyne as President. The choice was a suitable one as Mr Bannatyne was long a member of the first firm which dared openly to oppose the Hudson's Bay Company in the trade field, which the firm did away back in the early forties. Mr Bannatyne was therefore the pioneer and father of free trade in Manitoba. His career was a long one, and when some three years ago he died he was lamented as few men ever were. His portrait is the central one of the page above referred to.

Mr. J. H. Ashdown, another of the portraits, is an ex-President of the same Board, and is now the pioneer merchant of the Canadian Northwest having been in business in Winnipeg (then Fort Garry) in 1869, and he is now the only remaining business man who was in business as early as that date. He is still a young man comparatively, although he can show a business career of twenty-five years here, during which time he has advanced from a very small beginning to the sole control of probably the largest mercantile business west of Lake Superior outside the Hudson's Bay Co.

Another portrait is that of Mr. R. J. Whitla, head of the wholesale dry goods firm of R. J. Whitla & Co. He is also an ex-President of the Board of Trade, and

can boast of a business career in this city of over sixteen years, during which time he has risen from a comparatively small beginning to the head of a large concern with business connections extending from Lake Superior to the Pacific coast. He, too, is comparatively a young man, and indeed the Winnipeg Board of Trade is remarkable for the youth of its membership, there being less than ten out of the one hundred and fifty members on the roll, who are over fifty years of age.

The list of other parties who have held the position of President of the Winnipeg Board of Trade are Messrs. A. F. Eden, W. H. Lyon, J. Mulholland, C. J. Brydges, K. McKenzie, Geo. F. Galt, James Redmond, Stephen Nairn, James E. Steen, F. W. Stobart, and W. B. Scarth the present occupant.

THE WINNIPEG GRAIN EXCHANGE.

Is a separately chartered, but at the same time a valuable adjunct of the Board of Trade. This institution was organized in 1887, the Hon. D. H. McMillan, now Provincial Treasurer, being the first President, since which time the Presidential chair has been filled in succession by Messrs. Samuel Spink, N. Bawlf, F. W. Thompson, James Mitchell, Arthur Atkinson and S. A. McGaw the present occupant, whose portrait will be found on the page already referred to. He is one of the managing directors of the Lake of the Woods Milling Co., and manages the grain buying, handling and forwarding arrangements of that corporation.

The other picture of the group is that of W. W. Ogilvie, of Montreal, President of the Board of Trade of that city. He is the head of the large Ogilvie Milling concern, and has from an early date taken a deep interest in the development of the grain trade of Manitoba. But we shall refrain from saying further regarding him here, as we have in another portion of this number published a lengthy article from the *Northwestern Miller*, of Minneapolis. We will only add that the firm, of which he was a member during the seventies, were the first to export Manitoba grown grain for milling purposes in the east.

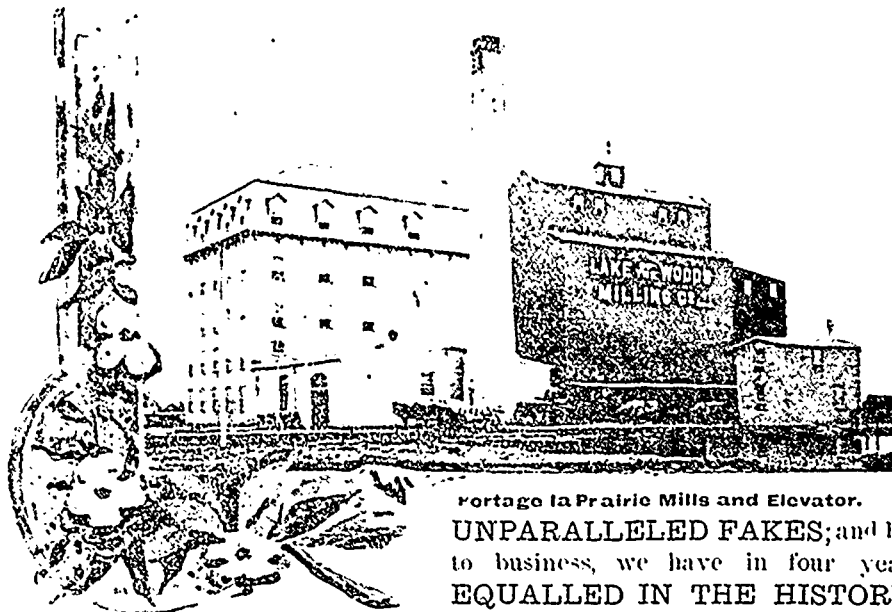
THE MANITOBA FUEL SUPPLY.

FOR some years after rapid settlement of the Canadian Northwest set in, the question of an adequate fuel supply for an increasing population was a burning one, but as years passed the subject became gradually one of less concern. In the days when excessive railway freights brought the price of Anthracite coal from the Pennsylvania fields up to \$18 a ton to the Winnipeg consumer, there were many who despaired of ever securing coal cheap enough to make it the standard fuel of the city of Winnipeg, while towns in the western portion of the province were in even a worse plight so far as prospect was concerned. In these days the hope of deepening the Red River, so as to secure by water and by low rate of freight a wood fuel supply from the practically inexhaustible resources around Lake Winnipeg, was the great foundation of hope, and in fact there is one side of the fuel supply of the city of Winnipeg which never will be solved until this waterway for cheap transit to and from the lake is an accomplished fact.

A western city like Winnipeg cannot dispense altogether with wood fuel without great inconvenience, and still the inconvenience would be much greater, if

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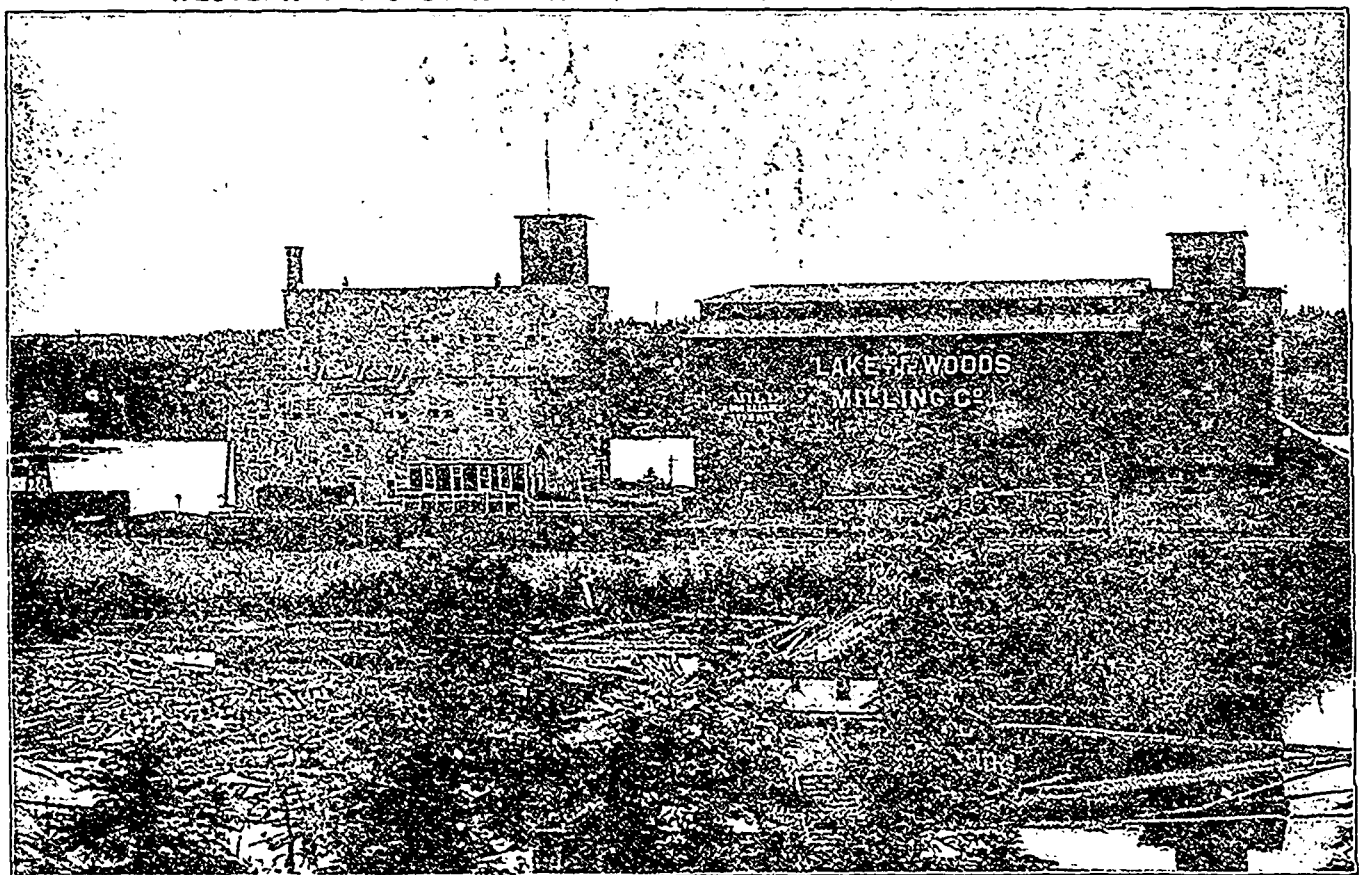
Portage la Prairie Mills and Elevator.
UNPARALLELED FAKES; and by square dealing and strict attention to business, we have in four years achieved a **SUCCESS UNEQUALLED IN THE HISTORY OF CANADIAN MILLING.**

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only a wood fuel supply were available. Wood and coal must both be had, and at moderate prices too, in a rigorous northern climate like that of Manitoba, if comfort in living is to be secured at a moderate cost, and the industrial growth of towns and cities is to keep pace with even the indispensable demands.

During the first three years of the last decade the air of Manitoba was full of rumours of discoveries of rich coal fields westward, and eyes were gradually turned from the east to the west in expectation of our future coal supply. It was not however until the fall of 1884, that the first native coal was offered for sale in the city of Winnipeg. This came from what was known as the Saskatchewan mine near the station of Stair on the C. P. R. main line, and was worked for a company formed by a few leading Winnipeg merchants and others, all of whom were losers by the undertaking. The coal was a rather poor grade of lignite, containing about 45 per cent. of a basis of carbon, and quite a large proportion of gaseous matter and moisture. It was not a success as a staple fuel nor its production and sale as an investment. However its sale in the city at \$8 a ton and later as low as \$6.75 had the effect of bringing down the price of imported coal, and was in reality a great boon to the citizens.

The next native coal, to make its appearance upon the Manitoba market, was what is generally known as the Galt coal from the mines at Lethbridge. This is one of the finest lignites to be had anywhere. It possesses in the poorest specimens considerably over fifty per cent. of a basis of carbon, while the better quality reached lately in the mine goes over fifty-five per cent, and contains a very small proportion of moisture for a lignite. This coal has sold freely on the Manitoba market for several years, but has not as yet sold below \$7 a ton in car load lots. A large proportion of Winnipeg consumers prefer it to any eastern bituminous coal, both on the score of cleanliness and economy, and undoubtedly for a grate or cooking range coal it has few equals. An intense heat can be produced from it, which is proven by the fact, that the writer took a small quantity to a Winnipeg blacksmith some years ago to test its heating power, and was present while the smith welded together two pieces of round rod iron an inch in diameter; with one heat in his fire.

Another lignite was placed on the Manitoba market about three years ago, from the Souris coal fields, some two hundred and fifty miles southwest of Winnipeg. But this was the poorest of all the productions of native coal, and even at the low price of \$4.50 a ton in Winnipeg was not considered an economical fuel.

For about three years attempts have been made to place the Anthracite coal from Alberta, on the eastern slope of the Rocky Mountains, on the Winnipeg market, but the attempt was not very successful until last fall, when the firm of Paul, Knight & Mackinnon fairly launched the commodity, and went into competition with the other fuels on the market, meeting with a success, which has astonished even themselves. This coal is a good grade of Anthracite possessing nearly 89 per cent. of a basis of carbon, or within five or six per cent. of the purest specimens to be found in the Pennsylvania coal fields. It contains almost no water, and a very low proportion of sulphur. Carbon gaseous matter and ash make up over 98 per cent. of its composition, and of ash there is less than 3½ per cent. Taken altogether as a fuel it will burn, and give heat ton for ton in a furnace with the best Pennsylvania anthracite, and having more flame it is

useful for many purposes, in which those finest Pennsylvania grades cannot be used. A comparison of the fuel of a residence this winter and last winter shows its usefulness and economy. The home in question used during the winter of 1892 3 eleven tons of Pennsylvania Anthracite, three tons of Galt coal and over four cords of hard wood, the whole costing over \$150. The supply this year is thirteen tons of McNeill's Anthracite coal, and almost half a cord of soft wood for kindling purposes, costing altogether less than \$120, and the supply on hand now is ample to carry through until spring comes.

It is now beyond a doubt, that we have found for the Canadian northwest a native coal, both hard and soft, which will supply every want of the settlers of the country without having to import a ton from any other country. Where a soft coal is wanted the Galt coal will fill the bill as well as any soft coal, that can be imported. Where a hard coal is wanted McNeill's Anthracite will successfully take the place of any Anthracite coal ever imported.

It is to be regretted, that the price of these two grades of coal is still as high as it is, and we hope that ere another winter comes around freight rates on the C. P. R. will allow of a cut in prices. Both coal companies must take the hint also, for the railway company is not altogether responsible for the high price. With a larger market more improved plant could be used by the companies, and the price at the mines reduced somewhat. There is an opportunity at present within the reach of the C. P. R. management and these coal companies to drive foreign coal out of the Manitoba market. With McNeill's Anthracite delivered at \$7.50 a ton in Winnipeg, and the Galt coal at \$6, all foreign competitors would have to leave, and the Manitoba coal problem would be permanently solved. A little study of economy by the railway and coal companies would we believe bring prices to the above figures, and enable Manitoba to buy all the coal from her own customers further west, instead of throwing our money into the insatiate maw of eastern coal combines.

A wood fuel supply although a secondary, is a very necessary consideration. Already the wood along the lines of railway converging at Winnipeg, say for 50 miles outward is being cut several miles away from each side of the tracks, and in some instances a liberal supply is quite a few miles away from the railway. A few years more, and the expense of getting it to shipping points will be too great, to allow it to be sold as a cheap fuel in Winnipeg. The only solution of this difficulty, and one that must soon come is the improvement of the Red River, so as to make it a highway of traffic from Lake Winnipeg to the international boundary line. By securing this waterway wood could be freighted at a very low rate from all points along the Lake Winnipeg coast to points along the Red River, and this would do much to stimulate the development of the lumber resources of the lake, for the cullings of timber limits could then be sold for fuel and realize quite a supplementary revenue to those engaged in lumbering.

When the improvement of the Red River will become a fact accomplished is somewhat of a question. The Dominion Government have been shirking the work for over ten years, but the late move of the City of Winnipeg in proposing to bear \$100,000 of the necessary expense, may hasten the work, which if accomplished would give an unlimited supply of cheap wood fuel to the city.

THE TRANSITION STATE.

THE history of the prairie districts of this continent seems to be only a repetition in one locality of what occurred in another or earlier settled one, so that the experience of early settlers in one differs very little from that of another.

It seems that new prairie districts commence development at first as purely grain raising and principally wheat raising countries, and a few years of buoyant grain markets is almost sure to give a rapid impetus to early settlement, which often culminates in a boom or period of inflation, during which period the speculator gets in his work and leaves more or less of a load for the permanent settler to digest.

The middle-aged and older people amongst us will remember the boom which reigned in such eastern districts as New York, the Ohio valley, Indiana and Illinois during the fifties, while the Crimean war lasted, and the disastrous collapse of the same in 1857-8. These districts were then the great grain fields of North America, and indeed of the world, Russia being the only competitor of any consequence in the markets of Western Europe. But the great crash and panic of 1857-8, like all such calamities, brought ruinously low prices of grain to prairie settlers, and years of struggle and depression after the collapse came. Ontario and Quebec had in those days prospered also by the boom, and suffered correspondingly when the collapse came, as many Canadians can well remember.

With recovery from the 1857 collapse, the countries referred to above had gradually drifted out of pure grain raising into mixed farming, in which grain, and especially wheat production became a secondary consideration. The great valley of the Mississippi to the west gradually took their place as the granary of the continent, and during the great civil war, and for several years afterwards, the inflated prices of cereals made that great fertile country a land of abundance. But the crash came there also, first in 1868 and secondly in 1873, and a few years of trying depression fell to the lot of settlers there. The recovery was rapid, however, and from wheat raising to mixed farming took a wonderfully short space of time, in a country so well suited for live stock raising, and a state of normal prosperity was reached long before the Atlantic States had recovered from the terrible financial crash of 1873-4. It was undoubtedly this rapid progress of the Mississippi valley in cattle and hog raising which forced the city of Chicago into the first place as a meat packing and curing centre.

Since the seventies the granary of this continent has been gradually moving westward and northward. The Missouri valley, Northern Minnesota, the Dakotas and Manitoba have been the richest grain fields. Wars and rumors of wars in Europe have inflated prices in the past, but for a dozen years or so Europe has been free from any great war, and the natural laws of supply and demand have gradually asserted their regulating power over markets. Prices have ranged lower during that period than in the days of war rumors, but the improvements in agricultural machinery have cheapened production at the same time. The temptations in new countries to depend upon grain raising only has been great up to a few years ago, and consequently grain fields remained grain fields, and mixed farming did not progress in the Northwest as it might have done.

It seems that nothing will break up this exclusive grain raising mania in a new country but pressure,

and the pressure came upon the Northwest in time. Since the opening of the present decade grain markets have been in a drooping state, and the crop of 1892 had to be marketed at figures which meant hard pressure upon the agricultural producer. The past year of 1893 was looked forward to for relief, but instead of relief it brought still lower prices; and there is now no parallel to be found in the history of American grain markets for the past six months, so depressed have markets been. The Canadian Northwest, or rather the large portion of it dependent upon grain production mainly has suffered accordingly, and for two years the movement of transition from exclusive grain raising to mixed farming has been going on, and until further development takes place, more or less pressure must be felt by our agriculturists. That they will find relief in general farming is proved beyond a doubt by the fact, that in districts more dependent than others upon live stock raising, there is less pressure upon the farmer, and in some districts where this stock raising has been well developed a state of normal prosperity exists. Had there been paid for wheat in the Northwest these past two years even the moderate prices secured before the close of the past decade, a state of unqualified prosperity would now be the result. The grain raisers of the country would have pocketed \$1,000,000 more than they have and that amount now distributed among our farmers, would silence the last cry of depression.

But it is worth the inquiry to see how far Manitoba has progressed in this movement of transition, for such movements are frequently more rapid than they appear on the surface, owing to the silence with which they progress. This view we can only secure by comparisons, and we subjoin a few.

With the opening of the present decade, Manitoba was importing at least 60 per cent. of the pork and other cured meats used in the province. Even butchers and packers had to import a large proportion of their raw material in the shape of live and dressed hogs. At the same time over 75 per cent. of the mutton used had to be imported, while over twenty-five cars annually of dressed poultry were imported for the Winnipeg market. Strange as those figures may seem they are true, for few of our farmers would be troubled with raising sheep, hogs or poultry. At that time, too, horses costing from \$100 to \$600 a span were being imported from the east, and made a heavy drain upon our farmers.

During the past fall and winter the imports of hogs, or pork of any kind, except a little fancy cured meats, has been entirely shut off, and butchers, packers and curers have been able to secure an abundant supply, and there is plenty of a surplus, so much so that live hogs in train loads will have to be shipped out of the province during next spring or summer, such is the progress made in pork production during the past three years.

It is now beyond a doubt, that last summer brought the last shipments of mutton to Manitoba. The money which used to go out of the province in past years for this product was something enormous. That is an arrangement of the past now, and before another year is gone Manitoba sheep raisers will have to look around for an export market for mutton. Such is the progress made in mutton production during the past few years.

As to poultry imports, they have fallen to a very low ebb, not one fourth of what they were four years ago, and by another year we will have none, except those winter consignments which are dumped into the Winni-

peg market from eastern points, and slaughtered at any price rather than let them spoil in the country in which they are produced. The dry cold winter of our province will always tempt some outside poultry dealers to do this in times of glutted home markets.

In the production of butter, cheese and eggs Manitoba has made rapid progress during the past three years, while cattle production keeps steadily and rapidly growing, and all of these commodities have taken their place among our exports for several years.

Looking at matters in the above light, we are forced to the opinion that the period of transition from exclusive grain raising to mixed production is far advanced in this province, and there are those amongst us who hold to the not unreasonable belief that the prairie province has passed through the last year in which its agriculturalists will be wholly dependent upon a grain crop for their year's profits.

In looking for improvement by this transition it must be remembered that there is no speculative load now bearing upon the people of Manitoba. Home ruled prices of every commodity are on bed rock, and every calculation is based upon hard times figures. There is a pressure upon our farmers, but it is the direct result of depressed grain markets. These markets will not be for ever depressed. A change for the better must come, but it is well for our farmers to be beyond depending solely upon grain prices, even when a range of higher values does come in the grain markets of the world at large.

WINNIPEG'S INDUSTRIAL EXHIBITION.

THE most important event in the exhibition line in Western Canada, is the annual fair of the Winnipeg Industrial Exhibition Association. Though only three exhibitions have been held since the formation of the association, a great degree of success has already been attained. The first exhibition was held in the fall of 1891, and though the weather was very bad at the time, it was a success financially as well as from the standpoint of the display made. In 1892 the experiment of holding a summer exhibition was tried with such gratifying success that the annual exhibition for 1893 was also held in the summer instead of the fall. At the former season of the year the farmers have more time to devote to exhibition matters. Besides, there are more visitors from abroad during the summer. Those who contemplate visiting Manitoba during 1894, should ascertain the dates of the Winnipeg Industrial, and endeavor to be in Winnipeg during exhibition week.

The directors of the association have spent a large sum each year upon the buildings and grounds, and though these are by no means as complete yet as the directors could desire, a great improvement is noticeable since the first show was held in 1891. Further improvements will be made before the exhibition for the present year is held, and eventually the grounds and buildings will be in such shape that exhibitors will have very little reason to complain of the accommodation afforded. The city of Winnipeg has contributed \$40,000 toward the erection of the buildings and general improvement of the grounds. The provincial government has also voted a sum annually toward the prize list, and many citizens of Winnipeg have contributed personally to the funds of the association, with the object of assisting in maintaining an exhibition which would be worthy of the province.

Through the liberality of Winnipeg, collectively and individually, the holding of these exhibitions has been made possible, and the work accomplished is greatly in the interest of the country at large, and the farmers in particular. Stockmen, dairymen, farmers, etc., are not only given an opportunity of displaying their goods and property, but they also have an opportunity of inspecting the results obtained by others. In this way knowledge is disseminated among the farmers, and they are encouraged to try for better results in the future.

IMMIGRATION FOR 1893.

M. R. A. SMITH, immigration agent for the Manitoba Government at Winnipeg, reports as the result of the season's work that the number of settlers who came into the province for 1893, is 12,844. Seven excursion trains arrived between June 16th and Sept. 8th, bringing 1,489 persons. The number of boys who arrived was far in excess of other years. The demand for female help was large, and was better supplied than in former years, by the large arrival of foreigners who readily found work as domestics in the city and country. A total of 631 letters of inquiry were received and answered. These figures include only settlers who have located in Manitoba, and do not cover returns for the Territories nor British Columbia.

TIME WORKS CHANGES.

CLOSELY interwoven with the history of Western and Northern Canada from the earliest days, is also the history of that great institution the Hudson's Bay Company. Its history in fact is the history of the country. The original title "the company of adventurers of England trading into Hudson's Bay," was certainly appropriate to the time, for it was an adventuresome business, invading the unknown and unexplored forests and prairie regions of half a continent. Penetrating for thousands of miles through a country inhabited by wild animals and savage natives, to whom a white man would be a new creature. If a close record of the events and occurrences in the life of the company could be given, what strange and interesting reading it would make to-day.

The days of establishing a trade with aborigines in a country previously unknown to white men, are passed; but the old company still holds the fort in its old strongholds. Settlement and civilization has overtaken the company, and around many of its old trading posts, which were at one time visited only by bands of Indians who came to barter furs in exchange for the few commodities which they had learned the use of from the company, are now modern towns and cities. The company has lost its trade with the Indians, who have almost disappeared from some districts, but it is still in the field and catering for the business which has developed under the new order of things with all the push and energy which is characteristic of the day.

In the transition from the old to the new order of things, it is not to be wondered at that for a time the company allowed matters to lay, and its management was looked upon as somewhat fossilized. It cost some effort to entirely throw off the old plan of conducting the business, but this has now been accomplished, and the Hudson's Bay Co., under the present management, is a modern institution, carrying on its vast business upon modern methods, as in everything moving in the van of progress.

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WINNIPEG, MAN.

From a small beginning Mr. Edward L. Drewry, who carries on one of the largest industries in Winnipeg, has recently returned after a five week's trip in the south and east, having visited many of the important cities. The stories of business depression in United States cities, he says, have not been exaggerated in the least. One of the chief objects of Mr. Drewry's trip was to purchase new improved machinery to be used in the manufacture of several new brands of goods which will be produced by the Redwood Brewery this summer. The work of remodelling and placing the machinery will be commenced early in the spring.

Mr. Drewry began business in Winnipeg on a very small scale in 1877, and from the start his business has grown steadily, until now he has the most complete and extensive malting house and brewery in Western Canada. An idea of the growth of the business may be secured from the amount of internal revenue or excise duties paid. In 1877 his excise tax amounted to \$100, while now it ranges over \$20,000.

This large business has not been built up through lack of competition or force of circumstances. He has had plenty of competition, and other breweries have been established and disappeared in the meantime. The results have been attained through careful attention to business, and a constant effort to manufacture the best class of goods. Everywhere throughout the western country, Drewry's ale, porter and lager beer are kept and recognized for their quality. All over Northwestern Ontario, Manitoba, the Territories and British Columbia, his goods are in demand.

One result of the growth of this business is the demand which has been created for Manitoba barley, a large quantity of which is consumed at the brewery in Winnipeg.

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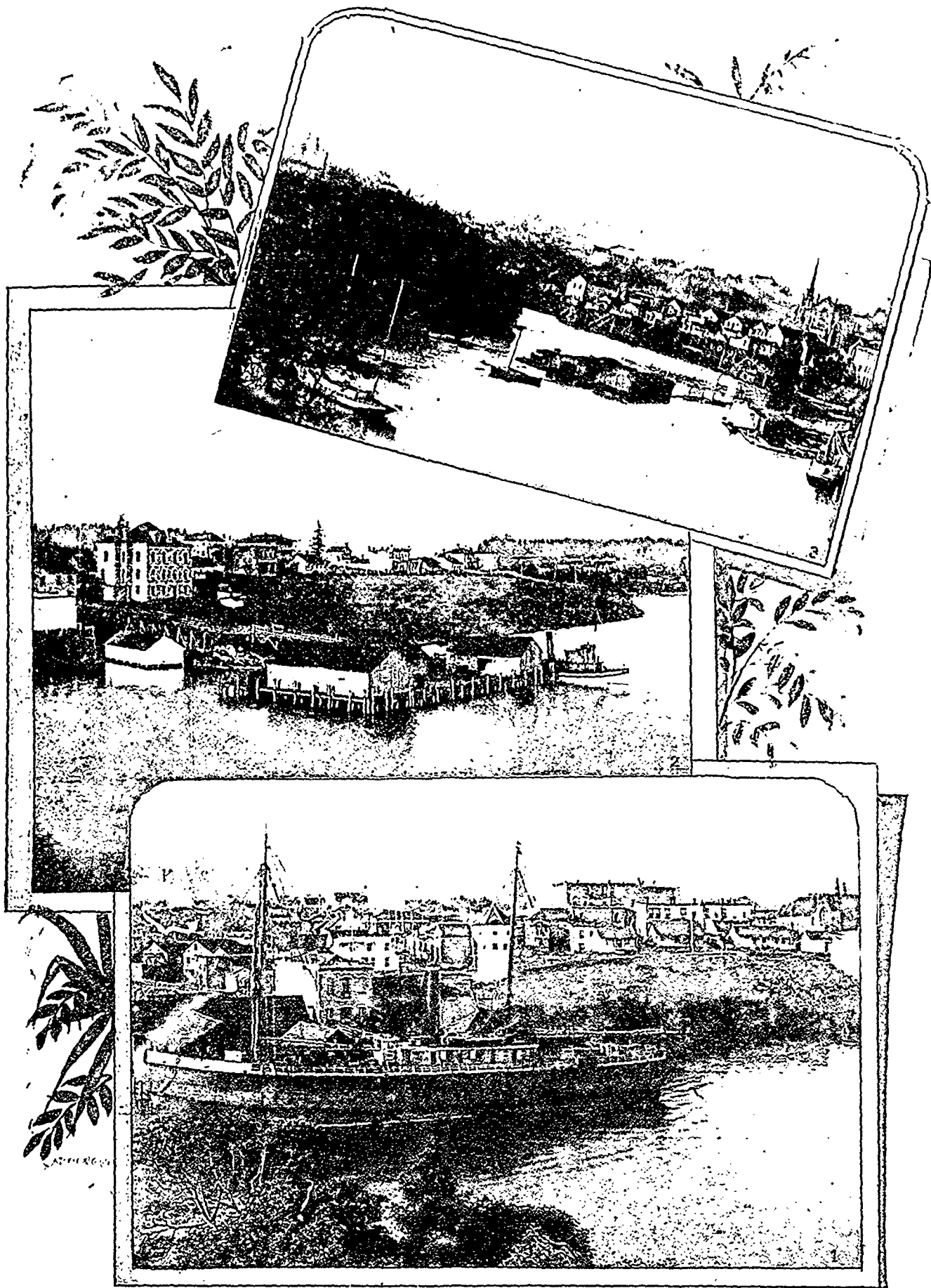
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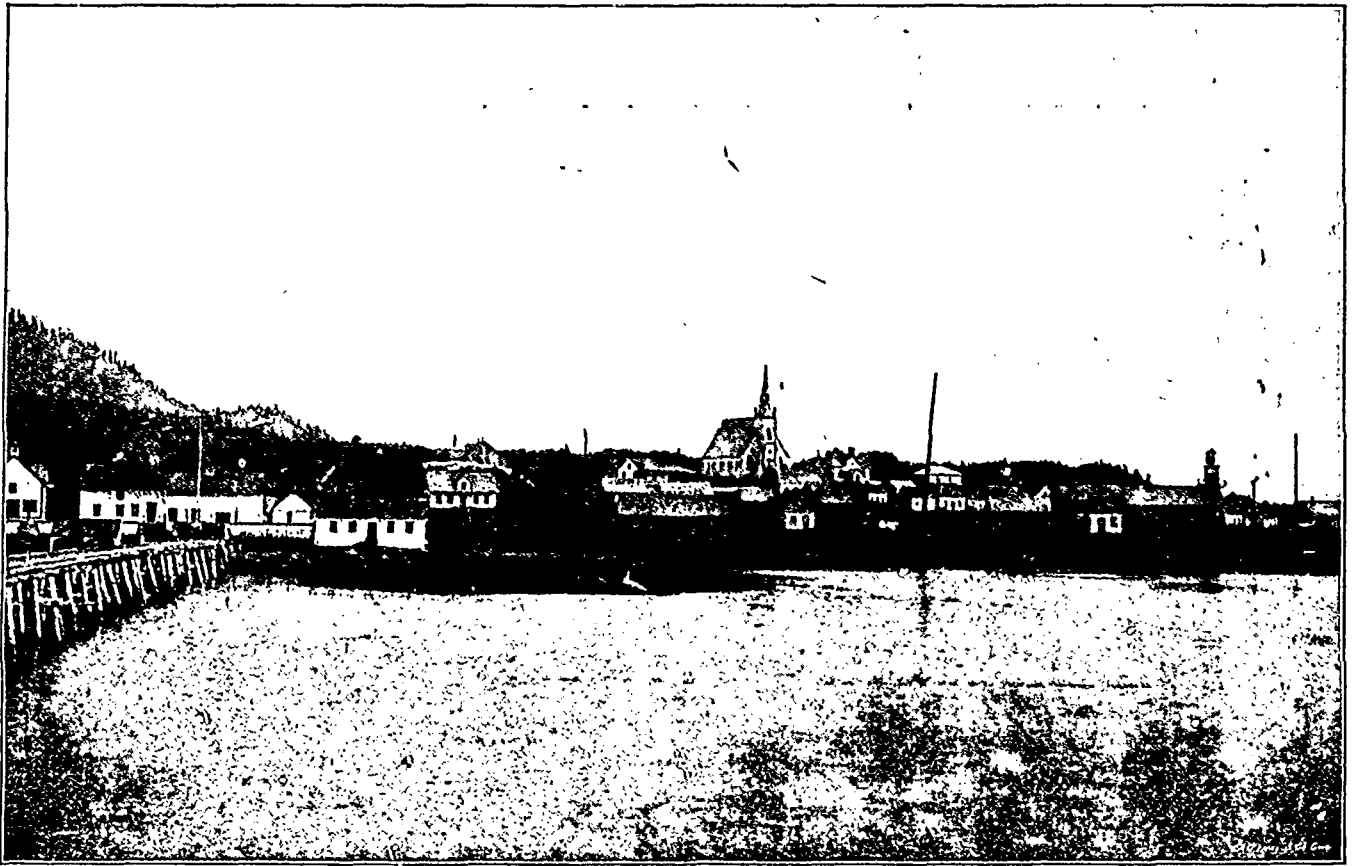
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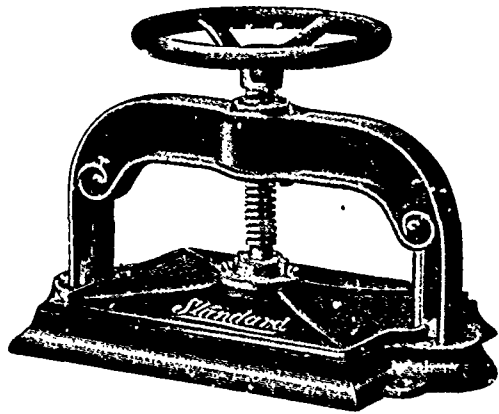
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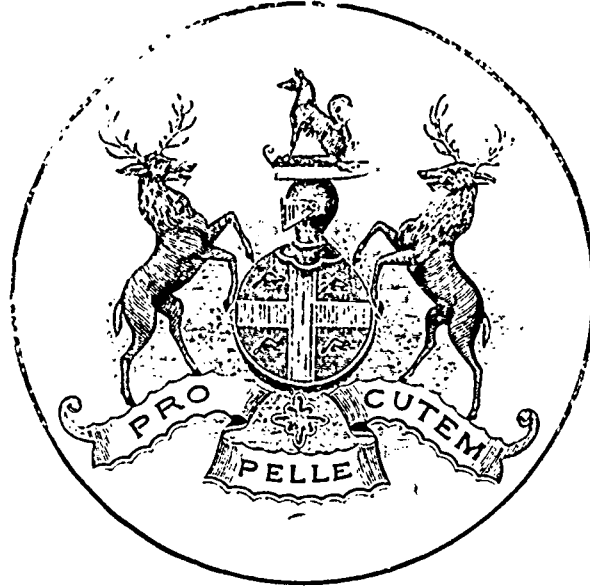
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