

The Commercial

WINNIPEG, SEPTEMBER 9, 1895.

NO. 1 HARD OUR STAPLE.

Some people down East are bound to make Manitoba's wheat crop go into the northern grades this year, whether it will or not. Last week we referred to a statement which came from Ottawa, to the effect that our crop would grade mostly No. 1 northern this year. Now the Montreal Trade Bulletin comes to hand with the information (?) that a "considerable portion of the Manitoba crop has been secured, and that most of it will grade No. 1 northern." These easterners are evidently laboring under the erroneous impression that No. 1 northern is the staple grade of wheat produced in Manitoba. To show how far astray they are, we may say that all the northern grades combined—No. 1, No. 2 and No. 3—have not aggregated ten per cent. of the crop in any one year for the past four years. The crop of 1891 graded 7.40 per cent. of northern. Of the crop of 1893 only 5 per cent. went into the northern grades. Of the crop of 1892 the northern grades took 9½ per cent., and only 5 per cent. went into the northern grades in 1891. These figures are from the official returns of the inspection of wheat at Winnipeg for the crop years mentioned above. The proportion of hard wheat during the same years was as follows: Year 1891, 80.10 per cent.; 1893, 85 per cent.; 1892, 63 per cent.; 1891, 40 per cent. This shows that the staple product of Manitoba is hard wheat, and not northern grades. The smaller percentage of hard wheat in 1891 was owing to special grades having been necessary that year on account of damage of a portion of the crop by frost. The Trade Bulletin can know positively nothing as to how the crop will grade this year, and these statements to the effect that it will grade mostly No. 1 northern are utter nonsense.

CANADIAN CATTLE FOR CHICAGO.

From the Macleod Gazette we learn that a movement has been on foot to secure the entry of Canadian range cattle into the Chicago market. The difficulty in the way is the quarantine regulations. In order to secure the removal of this obstruction, the editor of the Gazette communicated with the president of the Great Northern railway company, and the latter gentleman took the matter up with the Washington authorities. The effort, however, has not been successful. Mr. Morton, secretary of the department of Agriculture at Washington, writes as follows in reply to Mr. Hill, of the Great Northern. "It has been considered necessary for the protection of the cattle of this country from contagious disease, that cattle imported from Canada should be quarantined for three months at the boundary line, in order to determine whether they are infected with any contagious disease. Every section of Canada

is thought by its inhabitants to be free from such disease, and yet the government of Great Britain insists that dangerous contagious diseases prevail among the cattle of Canada, and on that account Canadian cattle are prohibited from entering the open markets of that country. If Great Britain finds that it is necessary for the protection of her cattle to prohibit the entrance of such animals from Canada, it is certainly necessary, for the protection of our cattle industry, that a quarantine be maintained. * * * I regret that these considerations prevent me from removing the quarantine regulations at this time." "It will be inferred from the foregoing," says the Gazette, "that, if the English embargo were removed, the United States quarantine would be relaxed so as to admit our cattle to the Chicago market." The Great Northern would of course be a considerable gainer through the admission of our range cattle to the Chicago market. The British government evidently does not intend to take any steps to remove the embargo on Canadian cattle, and this being the case it would certainly be in the interest of Western Canada at least to have free access to the Chicago market. We have been told for years back that we must keep up a strict quarantine against the United States, so as to secure the removal of the embargo upon our cattle in Great Britain. It might be well now to drop that idea and try to arrange with the United States for the opening of their markets to our cattle.

A CHEAP STOCK COUNTRY.

ONE of the peculiarities of the present season is the cross-wise movement of live stock. Train loads of cattle shipped eastward from Manitoba and the territories are being met by train loads of cattle moving westward from Eastern Canada. Train loads of fat cattle are leaving Winnipeg almost daily, mostly intended for export to Great Britain, via Montreal, though some of these cattle are being sold as butchers' stock in Eastern Canada markets. At the same time train loads of young cattle are being brought up from Ontario to be fed for the markets another year. Owing to the drought in Ontario this year, young cattle, which are not fit for the butchers, are selling cheap, and some of our western ranchers are taking advantage of this opportunity to stock up their ranges with thrifty young stock, which in a couple of years they will have ready to ship east again. Some of these eastern cattle are also being taken to sections in Manitoba to be fed up for the market another year. This peculiar movement of cattle should have the effect of turning more attention to the West as a stock country. Some people down east have the idea that Manitoba is not adapted to raising live stock on account of our long, cold winters. A gentleman who visited Winnipeg a few weeks ago, and who had heard a good deal about our cold winters, seemed to be very skeptical as to the statements made by a representative of The Commercial in talking about our live stock

interests. He wanted to know if we froze the cattle up in the winter and kept them in that state until spring. It was absurd, no doubt he thought, for Manitoba to have a cattle industry. At the same time we see that cattle can be wintered more cheaply in Manitoba than in Eastern Canada. The winter feeding season here is not materially longer than in the East—some years not as long—and live stock are healthy and thrifty here with the same care that it is necessary to give them in the East. When Ontario stockmen can ship their cattle to Manitoba to winter, and ship them east again the following year and save money by the transaction, it speaks more than can be said in words as to the advantages of Manitoba as a stock country.

LABOR DAY.

THOUGH holidays are already too numerous to suit some people, yet the idea of making a national labor holiday is no doubt a good one. The effect is to some extent to give honor to labor, than which there is nothing more worthy of honor. Labor Day has already become a popular holiday in this country, and is observed as such more closely than most other holidays, though the anniversary this year is only the second since Labor Day was established by law. The procession or parade which is a feature of the day everywhere, is a good point in the direction of making the day a popular one. Like most other cities Winnipeg had its labor day parade, and quite a creditable one it was too. Some people who are not inclined to become enthusiastic over such things, might think that a wagon load of Drewry's celebrated lager, or a big block of Royal Crown soap drawn along on a cart, would not prove a particularly interesting spectacle; but when a vast number of such outfits as these are gathered together into a procession of about two miles in length, with a liberal supply of tinsel paper, flags and bunting thrown in to add brilliancy to the scene, the whole goes to make up a spectacle which the average citizen will think is quite worthy of some admiration. At any rate, nearly all Winnipeg, judging from the crowds on the streets, turned out to see the procession last Monday, and they would turn out just the same if the procession were to be repeated next week. There is something about a procession that draws—perhaps because they cost nothing—and so long as Labor Day is celebrated by a grand procession, we prophecy that it will be a popular holiday with the masses. With the particular celebration and procession in Winnipeg this year we hear no complaint, except perhaps the remark overheard that there was a little too much freedom in displaying foreign flags. This is perhaps a trifling objection, though it might be just as well to remember in decorating for a holiday, that our national emblem is not the Stars and Stripes or the Tri-color of France, but the old Union Jack. One firm which made an exhibit of imported goods in the procession might have been justified in