

AN OVERDOSE OF PLENTY IN THE GREAT WEST.

THE Nebraska Governor's appeal to the railroads to lower their rates and haul out the corn crop at a profit to the farmer is about as remarkable a deliverance on the Granger question as has been seen in some time. In the lack of extraneous evidence one would say Governor Thayer did not correctly represent public sentiment in this matter, or the real attitude of the agricultural interests of the State toward the railroads. But as petitions signed by 100,000 Kansas farmers have been addressed to the roads in that State, praying for an "emergency rate" on corn for the reasons advanced by the Nebraska Executive, we must give it weight.

The cause of Governor Thayer's piteous appeal for help is a bountiful crop. "Millions of bushels of corn are lying upon the ground going to waste;" and the farmers, he says, are helpless to get it to market because of the high freight rates; there is so much corn and so little market for it at present rates that "farmers are unable to pay for provisions and coal;" "they can not meet their obligations;" "the merchants can not buy goods because they can not pay for them;" "there is an almost universal paralysis of business, and every department of human enterprise is blocked, and a most gloomy prospect for the opening of Spring is settling down upon the people."

Short crops may have their drawbacks to the agricultural community, but what could be much worse than a bountiful crop if this be its effect? In the midst of plenty, with grain cribs bursting and barns stuffed to repletion, the Kansas and Nebraska farmer is in want. Governor Thayer's remedy is a reduction of rates. "I know, and so do the people, that you can give the reduced rate asked for, and your roads will hardly feel it. The demand of the people for this reduction is universal; the people and the Press are speaking out with one mighty voice; you must heed it."

It is hardly worth while to analyze this position, which is so common in the Granger States. It assumes that the railroad stockholder is always a person of large property, and able, and in duty bound, to forego income upon it whenever the gain might accrue to and be needed by those for whom Governor Thayer pretends to speak. But the point which is missed in this appeal is how a reduction of rates will help the situation. Why are there millions of bushels of corn lying on the ground going to waste? If the railroads have capacity to carry it, why is it not sent to market? Governor Thayer and the Kansas petitioners seem to assume that the railroads have this capacity and that there is room in the market for the corn. In that case they ought to be able to see that high rates do not stand in the way. High rates would increase the price of corn, and to that extent limit consumption and narrow demand, to be sure, but that is all; high rates do not otherwise affect them. They could yet market their corn without hindrance as long as there was demand for it. How, then, do high rates interfere? Why is the corn not moved out?

But rates are not unusually high, and Governor Thayer does not venture to say as much. They are lower than they have been in years under normal conditions. But suppose they are put lower or crowded down to nothing, as Governor Thayer apparently thinks it the duty of the roads to do in this emergency. If there is then transportation capacity enough these millions of bushels of corn on the ground would be rushed into the market free of cost. Would prices stand up under this additional supply? They are now lower than ever before because corn is so plentiful that consumers will pay no more for it. The markets are glutted with corn. But low as these prices are the cost of transportation enters into them. Remove this cost of freight and increase the supply. Will the farmer gain the transportation cost or will not prices fall so that the consumer will gain every cent of it? Even the excitable Governor Thayer ought to be able to comprehend so simple a problem. High as rates may be, and capacious as freight room may be on the Western roads, the market is yet glutted with corn and prices thereby forced down lower than ever before, with possibly a single exception. To lower rates, increase the supply, and aggravate the market glut will not benefit the farmer; it will only lower prices to the consumer. The further fact of the matter is that the roads are unable to move all the corn offered at any price, and this makes Governor Thayer's position even more senseless and groundless.

It is about time that the Western farmers began to cut loose from such hare-brained politicians as Governor Thayer and Governor Larrabee, and think for themselves. A wider view must convince them that the railroads are not in the first place under obligations to do their business at a loss; and in the second place that the railroads are not the cause of their troubles as to corn or anything else, and that the cure is not to be found in suppressing the railroads. — *Chicago Republican*.

Manufacturing.

This department of the "Canadian Manufacturer" is considered of special value to our readers because of the information contained therein. With a view to sustaining its interesting features, friends are invited to contribute any items of information coming to their knowledge regarding any Canadian manufacturing enterprises. Be concise and explicit. State facts clearly, giving correct name and address of person or firm alluded to, and nature of business.

MR. A. E. HOWSE, Nicola, B.C., will build a fifty-barrel roller flour mill.

A COMPANY is being formed at Amherst, N.S., for manufacturing linen from home grown flax.

JACKSON'S flour mill at Bleinheim, Ont., was destroyed by fire March 13th, loss about \$8,500.

THE large planing mill of Messrs. James Jerrett & Son, Alliston, Ont., was destroyed by fire March 8th.

THE Killey-Beckett Engine Company, Hamilton, Ont., has been merged into a stock company with \$40,000 capital stock.

MR. F. S. EVANS, of Cleveland, Ohio, is establishing a factory at Windsor, Ont., for the manufacture of his type-setting machine.

MR. W. P. SAYWARD, proprietor of the Rock Bay saw mill, Victoria, B.C., will increase the capacity of his plant to about 100,000 feet a day.

THE Walkerville Malleable Iron Company, Walkerville, Ont., heretofore alluded to in these pages, has been incorporated with a capital stock of \$100,000.

THE Brantford Furniture Company, Brantford, Ont., has been incorporated with a capital stock of \$25,000, for the manufacture of furniture, mantels, etc.

THE New Westminster Street Railway Company, New Westminster, B.C., will be incorporated with \$250,000 capital stock, to operate street cars in that city.

THE Eno Steam Generator Company, of Canada, with head quarters at Toronto, will be organized with a capital stock of \$100,000 for the manufacture of steam appliances.

THE New Westminster Electric Light and Motor Power Company, New Westminster, B.C., will be incorporated with a capital stock of \$100,000 for purposes indicated by the name.

MESSRS. HIRAM WALKER & SONS, distillers, of Walkerville, Ont., a few days ago, while boring for gas near that place, struck a vein of oil, which is producing fourteen barrels a day.

MESSRS. JOHN McPHERSON & Co., shoe manufacturers, Hamilton, Ont., have been awarded a contract for furnishing 3,000 pairs of boots for the Dominion North-West Mounted Police.

THE Acton Boot and Shoe Manufacturing Company, whose headquarters are at Acton Vale, Que., will be incorporated with a capital stock of \$50,000 for the manufacture of boots and shoes.

MESSRS. WYETH & McCULLY, sled and wagon manufacturers, of Newark, Ohio, are in correspondence with the Board of Trade of St. Thomas, Ont., in regard to establishing a branch factory there.

THE Westminster and Vancouver Tramway Company will be incorporated by the British Columbia Legislature with a capital stock of \$500,000 to construct and operate a tramway between those two cities.

THE Vancouver Street Railway Company and the Vancouver Electric Illuminating Company, of Vancouver, B.C., will be incorporated as one company to carry on the business for which the two companies were formed.

MESSRS. LOSEE & MORRISON are erecting a saw mill at Shawnigan Lake, B.C., with capacity to cut 40,000 feet of lumber a day. They will also manufacture all kinds of dressed lumber; and will establish yards in Victoria, B.C.

Two new barges will be added this year to the Kingston and Montreal Forwarding Company's equipment. One is being built at Garden Island, having a capacity for 30,000 bushels, and the other at Montreal of 35,000 bushels capacity.

MESSRS. PENDRAY & Co., who own extensive soap works at Victoria, B.C., have extended their business by including the manufacture of blueing, black-lead, etc. The machinery for these latter specialties has been received and put in operation.