

The Commercial

WINNIPEG, SEPTEMBER 30, 1884.

ANOTHER YEAR.

With this issue, THE COMMERCIAL enters upon the third year of its life, the first number having appeared on the 3rd day of October, 1882. How much it has accomplished during the past two years in its work of organizing the scattered elements of trade which existed in the Northwest at the time of its birth, our patrons have the best right to judge. That it has filled a sphere of usefulness, we have the confidence to assume, and that it will continue to do so in the future is our honest determination. Although the time since its first appearance has not been one of trade prosperity, the patronage extended to it, we take as proof, that our efforts in the interests of the commercial classes of this country have been realized and appreciated. Launching the journal at a time when the collapse of inflation had fairly set in, the prospect during the first year was far from being bright, while the depth of depression which had been reached when the second year was entered, made the prospects still less encouraging. Yet through these two years we have received from the commercial community of the Northwest an amount of patronage and encouragement, much more liberal than we could have expected under the circumstances. It may be a fact, and we have strong reasons to believe that it is, namely, that the time of commercial trial assisted us in demonstrating the necessity for such a journal as THE COMMERCIAL in the Northwest. But our days of depression are over in the Northwest, and the outlook for trade is brighter here today than it is in any other portion of Canada, while trade affairs are certainly in a safer state. If, therefore, THE COMMERCIAL started out on its first year in face of crushing contraction, and entered upon its second amid the deep gloom of depression, with its emerging into the third, the commercial horizon is clear and bright, and the journal, we may confidently hope, will, with the interests it represents, go onward and upward in the way of progress and prosperity. The days of prophecy are past, but it takes neither a

prophet nor the son of a prophet to predict that when THE COMMERCIAL has entered upon the fourth year of its existence, the retrospect will have many more bright points to view than it now has, while the future will show even less reason for anxiety, or doubt, than it does at present.

STOCK YARDS WANTED.

There are yet living in Winnipeg those who remember the days when, if a resident killed a good fat hog, a division among his neighbors of portions of it was a social duty incumbent. But the butcher has long ago abolished that neighborly practice, and the city market has been the scene of sales, alive and dead, of thousand of hogs and cattle. "Ever dog has his day" is the old saying, and it looks as if the butcher's day of handling the live stock affairs of this vast country are nearly at an end. It is gradually dawning upon people here that the production and marketing of live stock must soon become a question second only to the production and marketing of wheat.

It must be plain to any person who attempts to make any forecast of the wants of the Northwest, that some system of organization for marketing and in other ways handling the live stock of the country upon a scale of magnitude not yet attempted, must soon be made. The production of hogs has already reached such proportions that two companies are organized in the city of Winnipeg for the business of pork packing and curing, and there is every prospect that both will find field enough for doing a large business. But this is only one step in the right direction, and one that necessitates others. Away on our western prairies and around the base of the Rock Mountains a growing business in cattle ranching is going on, and added to this we have the increase in stock raising among the farmers of this province and the territory of Assiniboia, and these are progressing with such rapidity that an eastern market must soon be found for their productions. No doubt but Winnipeg will continue to be a market of importance in this respect, but the live stock production of the Northwest will in two years be far beyond the wants of this city and the towns in this province. There must, therefore, be some point selected for a central market, and we see no reason why Winnipeg

should not become that market. It only requires the provisions by its citizens of stock yards and other necessary arrangements to secure the location of such a market here, and the value of the same is much greater than most people are aware of. During the present month the Allan line steamship *Nestorian* arrived in Glasgow from Quebec with 386 steers and 131 sheep, having carried this cargo across the Atlantic without the loss of a single animal. With such means of safely shipping live stock across the Atlantic there is no saying to what proportions this trade will grow. In fact it must soon go beyond the producing power of the eastern provinces, and Manitoba and the Northwest Territories will be called upon for supplies. A central live stock market in Manitoba will then become as much a necessity as a central grain market, and proper yards and other accommodation will require to be provided for the same. Unless they are provided this trade must be carried past us and made to enrich some town of Ontario. Locate this market at Winnipeg, and, as in grain, live stock will have a choice of routes to the east, and the competition such choice will cause. Besides, in the event of a railway to Hudson's Bay, a third route to Europe would be opened, and one where navigation through cool northern waters would enable us to place live stock in the English market in much better condition than they can be when shipped from an Atlantic port. In the shipping of fresh meat we would have the same or even greater advantages, and for a considerable portion of the year it might be possible to ship even without refrigerators by this route. Such advantages would undoubtedly draw a large share of the United States shipments of this class, and greatly add to the traffic of our Canadian railways. Such are the advantages in export matters to be gained by proper preparations for the cattle trade of the Northwest. But for the proper supply of our home market the establishment of stock yards here is necessary. Some people have suggested that Winnipeg can be supplied with fresh beef slaughtered on the ranches out west, and shipped to the city in refrigerator cars. This is quite feasible, but it would not give us our meat in the same condition as if it was slaughtered here, and the difference in freight between shipping alive and shipping slaughtered beef would be more