

capacity to fill the position of junior clerk to any of the men who thus hopelessly appealed.

We have endeavored to size up the work of the Winnipeg Reform Convention, and we shall hold our decision as to how our support shall go, until we learn "the very best" a Conservative convention can do. Political party journals pretend to have principles on which they base support or opposition. THE COMMERCIAL wishes to be odd on that question, and now announces itself in the market for sale, and the highest bidder in favor of commercial interests may depend upon its support. Of course with the usual commercial caution it will consider the standing and reliability of the promiser, for it will not accept worthless wind, no more than a bank will discount worthless paper. If the bulk of those in this city who are dependant upon trade, will only follow a similar course, their interests will be much better looked after in the next Legislature than in the one which has now run its crooked course.

SALT IN BUTTER MANUFACTURE.

The quantity and quality of the salt used in preparing dairy products is a most important matter in determining their market value, and one which should be taken into consideration by all who would wish to turn out a first-class article of butter. It has been found by practical experience that Canadian and American brands of salt cannot be used without impairing the marketable value of butter, especially as a commodity for export. Since writing on dairy subjects in the last issue of THE COMMERCIAL, this matter of salt as a factor in turning out good butter has been brought to our notice. It is claimed that Canadian and American salt will not preserve butter for a length of time, and that if such salts are used the butter will soon become tainted and impaired in quality. The reason for this is said to be found in the fact that all salt so far manufactured on this continent contain lime as one of their properties, and that the chemical action of this lime is to counteract to some extent the curing qualities of the salt. It is therefore imperative that butter manufactured for export or for packing should be prepared with some brand of salt free from lime, and the only article obtainable which is pure in this respect is Liverpool salt. Heretofore this has been a matter of little moment to Manitoba dairymen and farmers, as the supply of butter has been limited to local requirements, and the commodity always found a ready market and a quick consumptive demand before the deterioration caused by the lime could become manifest. But now that a surplus of butter will be produced, it is of the utmost importance that our butter makers should be informed in this matter. The superior quality of dairy products which this country is capable of turning out,

owing to the great advantages enjoyed in the rich natural grasses and healthful climate, has already been acknowledged. It would therefore be a great pity that the reputation of our butter should be injured by a lack of knowledge in a particular where by a little information it could be so easily remedied. The export butter trade of eastern Canada has been nearly ruined by neglect or ignorance in just such little particulars, and it will take time and sacrifices to recover the reputation which Canadian butter should enjoy in British markets. Manitoba butter makers should therefore take care to inform themselves in every detail of improved butter making, and see to it that they turn out only a gilt-edge, A 1 article, which is the only quality of butter that will be found profitable for export. Liverpool salt is now used in eastern and American butter factories, and it is also universally used on this continent in pork packing.

GRATUITOUS MISREPRESENTATION.

The Canadian Northwest has been subjected to misrepresentation from many quarters, and it is no matter for wonder that the *Canadian Gazette*, published in London, Eng., and controlled by the Dominion Government should take a hand at the dishonest work. Controlled as this journal is by the Government, we can only expect that it will support undertakings here which can be made subservient to eastern interests, as the support of the Government in the Dominion Parliament stands somewhere in the ratio of twenty in the East to one in the Northwest, and any unbiased man who cares to give the matter a little consideration must admit that Canada is burdened with the curse of having everything in connection with its affairs twisted, perverted or even prostituted for political party ends. We can only look therefore, for opposition from this London mouthpiece of the Dominion Government now in power to a scheme like the Hudson's Bay Railway, which eastern men wrongly suppose will benefit only the Northwest and prove an injury to all eastern Canada. The Canadian Pacific Railway Company has made a specialty of opposing this proposed northern outlet, and as that corporation can sway the present Dominion Government to suit itself, every power possessed at Ottawa is secretly employed to frustrate a project, which policy would not allow to be openly opposed. We say there is no matter for wonder in the opposition of the *Canadian Gazette*, but there is room for both wonder and astonishment when such opposition takes the form of deliberate and malicious lying, as it does in the paragraph from its issue of May 27th, which we here quote in full:

"It seems to be considered likely that a prospectus may be almost immediately issued in regard to this project, though we find it difficult

to believe that any person of financial experience would make his reputation on any such step for he would, in our opinion, be most assuredly doing that. The practicability of the Hudson's Bay route has not even been proved, the Government enquiry into that subject pointing quite the other way, while it seems to be admitted that the land through which the railway would pass is all but valueless agriculturally. If a prospectus is really issued, those who respond to it will do so at their own risk, and they will certainly neither deserve nor receive any sympathy in whatever fate may hereafter befall them."

As to the *Gazette's* statement about the practicability of the Hudson's Bay route we need not offer any reply. The people of Great Britain can already teach their children in their school geography more about the Bay and Strait than Captain Gordon and his *Alert* reports will ever furnish to the public, and we believe the Dominion Government's puerile farce of playing at northern maritime exploration and investigation furnishes a side-splitting burlesque for thousands of experienced British mariners. But the statement that the land through which the Hudson's Bay Railway would pass "is all but valueless agriculturally," is on the part of the *Gazette* a deliberate and malicious falsehood. The topographical notes of the Dominion survey of Lands between lakes Winnipeg and Manitoba so far as that survey has been carried out prove that these lands are surpassed by none in the Northwest for general farming. The route of the proposed Hudson's Bay railway lies directly through these lands for nearly one-half of its entire length, or until the crossing of the Saskatchewan is reached, and beyond that on the way to the shores of the Bay thousands of acres of good farming lands can be had, while in timber and other natural resources, along the line of the proposed road from the head of lake Winnipeg to the shores of the Bay the country shows no limit.

The *Gazette* wishes to base the value of a country solely upon agricultural advantages, and we only ask that it will judge of the Canadian Pacific Railway in that manner, and it is a road whose stock the *Gazette* has often cracked up to British capitalists by very questionable methods. From the Ottawa Valley westward the C.P.R. opens up a new country, and from there to the Pacific coast one-half at least of its track runs through a country scarcely fertile enough to furnish grazing for a herd of goats. But it would be folly to state that all the country it passes through is valueless agriculturally, and we have a firm belief, as have all who have travelled over its main line and Northwestern branches, that it must and will be the best paying transcontinental line in America. In fact its export business is now increasing so that in five years its single line of rail will be altogether insufficient to drain the country west of the Red river of its agricultural products. Still its magnates and managers foolishly oppose the opening of a supplementary route, and find a willing tool to advocate their obstructive aims in the *Canadian Gazette*.