

# THE COMMERCIAL

The recognized authority on all matters pertaining to trade and progress in Western Canada, including that part of Ontario, west of Lake Superior, the Province 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 vast region around between Lake Superior and the Pacific coast than any other paper in Canada, or in any other country. The Commercial also reaches the leading wholesale commission, manufacturing, and financial houses of Eastern Canada.

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## TERRITORIAL GRAIN GROWERS.

The Territorial Grain Growers' Association is an organization which grew out of the great grain blockade of last winter. The farmers in the Territories suffered more severely than in the older settled province of Manitoba, as a result of that blockade. There was less elevator accommodation in the Territories than in Manitoba, and the farmers, as a rule, had less storage at the farm for their grain. They were also later in getting their crop to market than were most of the farmers in the province. The same conditions as regards elevator and storage facilities, as territorial farmers, as compared with Manitoba, exist this year, so that if another blockade should occur, the western portion of the wheat belt would suffer more severely than the eastern portion.

The Territorial Grain Growers' Association did not pass away with the lifting of the blockade. The association has been kept alive, in view of the possibility of further trouble of a similar nature. This organization is now to the fore with a proposal for the prevention of further trouble of this nature. They propose asking the government "to build a sufficient number of Territorial and interior elevators to meet the rapidly-growing requirements of the West." As elevator building in the West has been going on at a pretty rapid rate without the government's assistance, it is not likely that the government can be made to see the necessity of taking a hand in the work. The association also proposes appointing a "capable farmer to reside at Winnipeg" to look after the interests of the Territorial farmers, regarding the distributing of cars, and to see that the Grain Act is fairly enforced, etc.

## GRAIN STORAGE ON THE FARM.

The lack of grain storage on the farm has been one of the causes of trouble in past years in the West. Few farmers have had anything like suitable or sufficient storage space for their grain, and they have consequently been obliged to market it at once to protect it from the weather. When a grain blockade has occurred, such as we had last winter, farmers in the congested districts were unable to market their grain and consequently were obliged to hold it at the risk of weather damage. Increased storage

on the farms for grain would be a great help towards preventing blockades, as farmers who had storage at home would not be in such a hurry to rush their grain to market. They would feel more independent about selling their grain when prices were low. One of the greatest bear factors in the market is the great run of wheat which comes in with the commencement of each new crop year. If the grain were stored at the farm and marketed more slowly, this depressing influence on prices would be removed, and the farmers would benefit indirectly by having storage for the grain on the farm.

While many farmers have very little or very poor storage space for their grain, a few are getting excellent granaries, as is shown by the cut given on the next page of Mr. Card's granary. This also contains an elevating outfit, which is a very desirable one to have. It is to be hoped that the farmers will continue to show improvement in the matter of farm grain storage accommodation, and in time the farmers will be supplied with granaries.

## FARM HELP.

Considerable alarm has been created this season over the question of farm labor. It is true that there has been a shortage in the supply of men available for harvest this season, especially in the West. It is also true that considerable inconvencence has been caused to farmers on this account. At the same time, we see no reason for alarm on this account, such as has been shown in some quarters. This is practically the first year that there has been a serious shortage of labor, and it may be many years before the same conditions occur again. In the first place, the crop this year is one of the heaviest on record. Only in an occasional year will help be required on as large a scale as during the present season. In the second place, the unusual activity prevailing all over the continent, accompanied by high rates of wages, makes it more difficult than usual to obtain men from the east and south. We will not always have as heavy crops as this year, and only in times of unusual prosperity will men be as hard to obtain as this year. Conditions among the farmers themselves will also change. As the farmers become better established in the country, and have better buildings and comforts, they will keep more men all the year around, instead of depending upon getting men for the harvest only. Men can be hired for farm help by the year for a very little more than is paid for a few months' service in the busy season. Farmers who take men by the year will be inclined to go in more for live stock and mixed farming, instead of depending solely on wheat, and this, in the long run, will be the best plan for all concerned.

## VIOLATING THE GAME LAWS.

A great deal of complaint can be heard in the country about the violation of the game laws. It is true, as any person can soon learn who takes pains to investigate, that the game laws are very generally disregarded. The opening of the shooting season for those birds which come into season earlier than others, is the signal for the beginning of the work of game birds which are not in season. While, of course, there are many persons who have some regard for the law, there are many more who simply consider it the proper thing to bag everything that they can, whether dur-

ing the protected season or not. Another serious violation of the law is in killing insectivorous birds by breaking sportsmen. This form of law-breaking is very common among the younger men who go out from the cities and towns with a gun, as well as among boys who reside in the country. There appears to be a great lack of knowledge regarding the game laws and laws for the protection of insectivorous birds, etc. A summary of these laws should be prepared and circulated much more extensively than has been done, and should be placed in every post office, and also in the public schools, as school boys are often offenders in the matter of killing insectivorous birds. We are now teaching agriculture to some extent in the schools, and along with this the laws for the protection of game and other useful animals and birds might be taught to advantage. The plan of offering a series of awards for evidence to convict offenders might be tried to advantage.

## TRESPASS FOR GAME.

The recent tragedy near Brandon, in this province, should call attention to the custom so prevalent here of shooting on the property of others. There is perhaps no country in the world where less attention is given to private ownership rights, by men and boys who go out with guns, than is the case in the west. Trespass is the rule. In fact, it is so common that it is generally regarded as a right. Most people who go out in quest of game seem to think they have a perfect right to go wherever they please, over the property of farmers. There is not only the annoyance to the farmer caused by the shooting of game on his property, but added to this, gates are often left open, and not infrequently fences knocked down or wires cut by hunters who wish to drive across the farm. A great many farmers dislike strongly this poaching on their property, but they have been held in subjection on account of the general prevalence of the custom. The Brandon farmer was, of course, wrong in taking the law in his own hands in such a dreadful manner, but some good may result from this horrible tragedy, if public attention is thereby forcibly called to the general disregard of the rights of farmers in this manner. The farmers themselves would be justified in asserting their rights more generally than they have done in the past. This poaching on private lands may seem a trivial matter to some parties, but if they understood how great the annoyance is to many farmers, they would think differently. There should certainly be some better understanding as to the rights of owners in the matter of shooting game on private property. If for instance, it could be understood that sportsmen were not to shoot on any enclosed or cultivated lands, we think most farmers would be satisfied to allow the trespass on the unenclosed portions of their property.

## THE CANADIAN LAKE MARINE.

The question of relaxing the coasting laws so as to permit United States boats to load grain at Fort William for lower lake Canadian ports, is again being agitated. It has been made law this year, but without success, to have the coasting laws temporarily suspended so as to allow United States boats to load at Fort William. It is not likely that the government would favorably consider any such request now, unless the circumstances calling

for such a course were very urgent. Any suspension of the laws in this respect would meet with strong opposition from the shipping interest, and the argument could be advanced with effect that to suspend the laws would hinder the building of Canadian lake boats. Unless the case becomes very urgent, it would perhaps not be advisable to ask the government to interfere with the coasting regulations. While fear has been expressed in some quarters that there will not be a sufficient number of cars to handle the move the grain from Fort William and Port Arthur fast enough to meet requirements, it will perhaps be just as well to wait awhile before jumping at such a conclusion. United States boats can load grain at these lake ports now for shipment to a United States port, but they cannot load for a Canadian port. As a considerable quantity of our crop is each year moved out via Buffalo and New York, shippers are not depending upon Canadian boats. There may not be a sufficient number of Canadian boats to handle all of the western grain crop which will seek an outlet via our Lake Superior ports, but allowing for what will go to Buffalo in United States boats, it may be found that the Canadian carriers will be able to handle the balance in reasonable time. It may be here stated that shipping men claim that there is sufficient Canadian tonnage to move 2,000,000 bushels of wheat this year, they say, there has been an increase in the tonnage equal to 600,000 bushels per week. At this rate the tonnage should be equal to requirements.

## TRANSPORTING B. C. FRUIT.

In the market reports of The Commercial last week the statement was made that a quantity of British Columbia fruit had arrived here in bad condition. It is believed that the trade should be given a fuller statement of the case with reference to the British Columbia fruit. This year making splendid progress this year with the development of its fruit growing industry, and there is naturally much disappointment over the results of the shipments in question. These results were in no way due to defect in the fruit or to want of care in its packing, the trouble arising from delay in transit and neglect of icing the car en route. On cars of prunes, peaches and pears came all the way from the coast, it is said, with only one icing and that at North Bend, which is only a few hours' run this side of the starting point. Naturally this fruit was in bad shape when it arrived.

An effort is being made by British Columbia to develop its fruit trade with Manitoba and the territories, and no pains or expense have been spared in this effort. Under the direction of the British Columbia Fruit Growers' Association, its fruit growers have made a splendid showing this year and have shipped something over sixty cars to Territories, besides those which have come to Winnipeg. In the Territories the fruit is very popular and meets with ready sale in competition with the best southern fruit. In Manitoba it has also sold well with the exception of the consignments which were so badly damaged by delays and neglect in transit.

The success of the British Columbia fruit growing industry will depend largely on transportation facilities. The very best facilities for the rapid transportation of cars, and for icing the cars in transit is necessary to ensure the successful shipment of the fruit. It is the effort now being made to ensure that the Canadian Pacific Railway people, who are deeply interested in the success of the fruit industry, will provide the facilities necessary for the proper development of this trade, so that the British Columbia fruit growers may be enabled to persevere in their efforts to supply Manitoba and the Territories with