

The tendency in Continental European countries is to increase the duties upon breadstuffs. The duty upon wheat imported into France has been increased, and now amounts to 26 cents per bushel. The German duties, which are 15 cents per bushel, will probably be increased to about the same amount as in France. Italy and other countries have also increased their duties. In the United Kingdom, with free trade in breadstuffs, these increases in the duties in other importing countries will be viewed with interest. It is not unlikely that the result may prove to be another straw upon the load of the over-burdened British agriculturist, as it is thought that the increase of the wheat duties in other countries will turn the stream more heavily toward the United Kingdom.

MINNEAPOLIS has a case of discriminating rates on hand. The chamber of commerce of that city has just laid a complaint before the interstate railway commissioners against the policy pursued by the St. Paul, Minneapolis and Manitoba railway, in carrying wheat to Duluth for about the same rates as to Minneapolis. For instance, the rate on wheat from Fargo, Dakota, to Duluth, is 18 cents per 100 pounds, and the same rate is charged to take the wheat to Minneapolis, though in the latter case the haul is shorter by 79 miles. From all points in northern Minnesota and Dakota the wheat rate is the same to either Minneapolis or Duluth. This, the Minneapolis people claim, is a discrimination against their city, and they call upon the railway commissioners to adjust matters. The argument is to the effect that it costs 5 cents per hundredweight to transport flour from Minneapolis to Duluth, or  $7\frac{1}{2}$  cents to Lake Michigan ports. Now that profits in the milling industry have been reduced to a minimum, the discrimination is very seriously felt. Wheat which is shipped to Minneapolis, ground there and then shipped on to Duluth, costs about 5 cents per 100 pounds more at the latter place than if it had been shipped direct to Duluth. The discrimination would also give an advantage to lower port millers—say at Buffalo—who bought Minnesota or Dakota wheat for direct shipment to their mills.

THE *Northwestern Miller* places little importance in the belief that the supremacy of Minneapolis as a wheat centre will pass away in favor of Duluth. The *Miller* says: "It is true that wonders have been accomplished at Duluth, and that she will continue to grow in importance, but it is an irrevocable fact that Minneapolis now controls and always will control the wheat crop of the Minneapolis belt, embracing all of Minnesota and Dakota. When the crop of this hard wheat belt is large, Duluth will get a large amount of the wheat, and Milwaukee and Chicago will get some. When the crop is short, Duluth will get little of it. In all seasons the mills of Minneapolis will get all they want, and the Duluth, Chicago and Milwaukee markets will take what is left." There is reason to believe that the *Miller* is not far astray in its prediction. Minneapolis is something more than a wheat-receiving point, such as Chicago, Duluth, etc. It is first a point for the manufacture of wheat into flour.

The wheat is drawn there to be ground and not merely to be bought and sold on 'change. The mills made Minneapolis a wheat market of the first importance, and it is reasonable to suppose that so long as the place remains a great milling centre, it will continue to be a great wheat market. So long as there is a milling demand in Minneapolis, there will be abundance of wheat. Moreover, the milling industry of the Flour City has a great deal of capital invested in elevators all over the district tributary to the city, through which wheat can be drawn to the Minneapolis markets.

As intimated last week, it is likely that the portion of the Hudson's Bay Railway constructed last year will be put in running order and equipped for local traffic. Since the completion of the forty miles last fall nothing further has been done with the road; consequently it will require some little work to put the road in shape for running. For a considerable portion of its length the road runs between the main line and Stonewall branch of the C.P.R., and is too close to these roads to draw much traffic from the surrounding country. Further on, however, the road passes through a first-class country for mixed farming, which is not served by any other railway. The opening of the road for local traffic will therefore prove a boon to the settlers of the district. It is understood that an effort will be made to extend the road to Lake Manitoba this fall through the St. Laurent settlement, a distance of about five miles. A considerable fishing industry is carried on at the lake, and cordwood and timber are cut in quantities in the vicinity. Stock-raising and dairying are also carried on to some extent, and it is thought these industries would furnish a sufficiently large local traffic to render the operation of the road desirable. The opening of the road would also encourage new settlers to go into the district. The operation of the portion of the road already constructed would undoubtedly prove a convenience to quite a number of people, and would also open up the district to extended settlement.

THE annual report of the Northern Pacific railway, recently published, speaks at length of the Red River Valley road. After a reference to the necessity of branch roads as feeders to the main line, the report goes on to state that the most important new feeder is the Duluth & Manitoba railroad, which is now in operation from Winnipeg Junction, Minn., on the main line, down the Red River Valley to Grand Forks, Dak., and is being rapidly extended northward to the Manitoba boundary, where it is to connect with the railroad now under construction by the Manitoba Provincial Government. The report explains the causes which led the Northern Pacific to undertake this branch. This field, it says, has long invited the attention of the company as a most desirable one to occupy, but owing to the friendly relations existing between the Northern Pacific and the St. Paul, Minneapolis and Manitoba road, the former company was loath to disturb the harmony by an invasion of the territory of the latter. Lately, however, the St. Paul road has entered upon an aggressive

policy in the Northern Pacific territory, and this, together with the fact that the C.P.R. was cutting into the Pacific coast trade of the Northern Pacific, has brought about the movement on the part of the latter road to share in the Red River valley and Manitoba traffic. With this object in view, the Northern Pacific undertook to extend a branch to the boundary, where it was to be met by the Red River Valley road. The report goes on to speak very encouragingly of the benefits which will accrue to the Northern Pacific company from the extension of its system through the rich Red River valley and into the important trade centre of Manitoba.

A LOCAL paper says: "The C.P.R. has just performed a feat of rapid transportation which has opened the managing eyes of older roads with astonishment. On the afternoon of the 14th of September seventeen cars of silk, tea and fire crackers, left Vancouver for New York, where they arrived on the 23rd, being practically but ten days in transit from ocean to ocean." This is all very well. The C.P.R. will now have an opportunity of showing the people of Manitoba in a more practical way what it can do in the direction of handling traffic rapidly. Last year when grain commenced to move actively, the inability of the company to handle the traffic was clearly demonstrated. Cars were dribbled out here and there in limited numbers, and days and weeks of valuable time were lost through incapacity and lack of transport facilities. The result was that grain destined for export by the lake route could not be shipped before the close of navigation. Dealers were put to great annoyance and expense. This year the grain movement will be very much heavier than last fall. Now let the C.P.R. throw itself on the home traffic, and if it succeeds in handling the grain crops this fall in anything like decent time, it will be more satisfactory to Manitobans than reading puffs about the rapid transport of through freight from California to New York.

Leitch Bros., Oak Lake, Man., will erect a grain warehouse in connection with their mill.

E. J. Darock, who has lately opened a general store at Newdale, Man., will also buy grain at that place.

John C. Hay, of Listowell, Ont., will buy wheat at Brandon, Man., for a syndicate of Ontario millers.

Mr. Ovas, of Plum Creek, has moved to Rapid City, Man., to manage the milling business of Geo. McCulloch & Co.

John Crawford will build a grain warehouse at Neepawa, Man. He has engaged Geo. Currie to purchase grain for him. J. Law and the Ogilvie Company will also buy grain at Neepawa.

The Manitou *Mercury* remarks as follows regarding the "tall" wheat stories now coming from all parts of the country: "Someone has called this a country of 'magnificent distances.' If these wheat yarns continue some other genius will move to have the word 'distance' struck out and the word 'liars' inserted. We believe the motion would carry, too."