

# The Commercial

WINNIPEG, JUNE 13, 1892.

## COMING TO THE EXHIBITION.

Several parties of delegates from the States, who are coming here to spy out land in the interest of themselves and their neighbors, will be in Winnipeg during exhibition week—July 25 to 29. This will be a good time for parties who wish to prospect this country, to come, as they will be able to see the country as it were in a nutshell. Almost every district of Manitoba and the territories will be represented at the Winnipeg Industrial, and the exhibition will afford visitors an excellent opportunity to compare the products of different sections, side by side. An intelligent investigator should be able to learn a great deal about the country, from a careful examination of the exhibits which will be on view. The display will afford a fair index of what the country can produce. The date at which the exhibition is to be held, will make it impossible to show what the country is capable of producing in some lines, such as vegetables for instances, but there will be exhibits in other directions, which will be more complete than could be shown at a fall fair. A personal visit to different sections of the country, will of course give visitors a great deal of information, which would not be learned at the exhibition. But many persons who might find it convenient to visit the exhibition would not have leisure to personally inspect a country, so vast in size and varied in resources as Western Canada.

We should have a large number of visitors from Eastern Canada at the exhibition. There are thousands of people in old Canada, who have but a limited knowledge of this portion of their country, and who could spare the time and afford the expense of a visit to Winnipeg. Such persons should make an effort to attend the Winnipeg Industrial, in order to acquire some information about Western Canada. It is always a praiseworthy object to seek to be well posted about one's country. If Canadians generally were better informed about their native land, there would be fewer national pessimists than we are now obliged to put up with. A visit to the Winnipeg Industrial would prove a revelation to thousands of our fellow citizens of the east.

The idea of inducing delegates to come during exhibition week, is also a good one. They will be able to acquire much information which may be made supplementary to any additional knowledge gained from an inspection of districts selected for a visit. Delegates should of course personally inspect a district, before recommending it to those whom they represent, as a particularly favored place. But the general and collective knowledge of the country, which they will learn at the exhibition, should be of material advantage to them in many ways, and should assist them in selecting the districts which they will visit for closer inspection. An effort should be made to have delegates at the exhibition from all quarters whence we are likely to draw good settlers.

It is hardly necessary to add anything to impress upon the people of Manitoba and the territories, the advantages to be gained from a good representation of exhibits from their respective districts. This is well understood. A good display from any section, will prove a valuable advertisement for the district.

## LOW FREIGHT RATES.

In an article a few weeks ago, THE COMMERCIAL endeavored to show the value of the water route to the east, by giving figures at which it might be found possible to carry grain from Winnipeg to Liverpool. With the necessary improvements in the St. Lawrence canals, it was estimated that grain could be sent to Liverpool for 18c per bush. This price seems low, in comparison with the present rate of about 40 cents from Winnipeg to Liverpool, but it is not so low as it would seem in comparison with existing facts in other directions. Take for instance the rate in force last week from Chicago to Liverpool. The quoted rate, Chicago to Liverpool, was 17 to 17½ cents. This, it is true, is the lowest rate on record, but it shows what can, and is being done by the railways. But when it comes to the lake route rail rates are considerably discounted, the through rate from Chicago to New York, by the lake route to Buffalo, being 5½ to 6c per bushel for wheat. The cheapest route from Chicago is of course via the lakes to Buffalo, thence via the Erie canal or by rail to New York. It is said that wheat has been taken from Chicago to New York this season at 5 cents per bushel, and it has been carried from Chicago to Buffalo at 1 cent per bushel. With a low summer rate of say 3 cents from New York to Liverpool, and 5 cents Chicago to New York, it may be seen that wheat can be laid down at Liverpool, from Chicago, at very low figures. There are of course insurance, commission and terminal charges to add to these rates.

Winnipeg is an inland city, and is not like Chicago, situated on the St. Lawrence system of navigation. But this Chicago grain is subject to the railway haul from Buffalo to New York. By the improvement of the St. Lawrence canals, all railway transportation and breaking of bulk between Fort William and tide water would be done away with, and there would simply be the railway haul at this end. This would place Winnipeg in nearly as favorable a position as Chicago is now, in the matter of freight rates on grain. An 18 cent rate from Winnipeg to Liverpool in the future, with the required canal improvements carried out, would therefore compare with the 17 cent rate from Chicago to Liverpool.

## PUBLIC ELEVATOR FOR WINNIPEG.

As intimated in THE COMMERCIAL last week, the prospect seems very good for the establishing of a large public elevator at Winnipeg. When the matter was first talked about last winter, it was thought by some that the Canadian Pacific railway people would be rather opposed to the enterprise. Any doubts in this direction, however, have now been set at rest, by the letter from the company, stating that a free site will be given, and that the company will give every assistance to the

undertaking. This will be reassuring to those who expected the railway people to oppose the enterprise. A committee of the grain exchange now has the matter in hand, with fair prospect of success.

The great need of a public elevator system at Winnipeg, was shown last winter. The grain trade of Manitoba was badly crippled all winter, owing to the overtaxed condition of the eastern connections of our railways. It was made evident that the export grain trade of the country would have to be done on a new and improved system. Instead of straggling car lots, shipments eastward would have to be made in straight export lots of single grades. An elevator at Winnipeg, it was shown, was necessary to facilitate the handling of our grain crop for export. Had such facilities existed here last winter, the trying difficulties which beset the grain men on all sides, would have been very considerably modified. The five elevators now at Winnipeg, are all required for milling and other local and private purposes. What is needed is a cleaning and handling elevator, with facilities for rapidly handling large quantities of grain. Such an elevator would relieve the grain men of the necessity of paying freight on tons of dirt shipped eastward in wheat, and would thus improve the condition of our wheat abroad. It would also enable grain shippers to collect their wheat here in car lots, from their various country buying points, and make it up in export lots of straight grades. This mode of shipping in large lots of single grades, has become an absolute necessity in the export grain trade. All the railways converge here, hence this is the most convenient point to make up export lots.

The establishment of an elevator here of considerable storage capacity, should be in the interest of the Canadian Pacific railway. Say that a blockade occurs at any point on the line between Winnipeg and Fort William, during the busy grain season. In such case an elevator at Winnipeg would prove a safety-valve to the company. Even a day's delay in the busy season would be a matter of some consequence. Should a prolonged delay occur at such season, there would be a great pile-up of grain somewhere, and at present there is no place for it but on track in the Winnipeg yard. An elevator at Winnipeg to turn the grain into, would prove a great advantage in such a contingency. The railway people no doubt appreciate this point, especially since they had it forcibly presented to them in the serious blockade in the Winnipeg yard last winter.

## WHEAT PRICES.

The matter of wheat prices has again become a matter of intense interest in Manitoba to producers and people generally. Since the conclusion of seeding operations, wheat has been moving freely to market from first hands, the result showing that the quantity of wheat for summer marketing is very large, as has been all along estimated. The expectation of higher prices has no doubt led to the holding of more wheat in first hands than has been the rule in past years. The farmers appear now to have abandoned the hope of high prices, and are accepting present