

preach the glorious prospects of a country the hardships of which they never dream of sharing. As yet the shareholders of such companies have not received heavy profits from their investments, and while the system of extravagant blundering in their management is continued, these profits are not likely to be very heavy.

To sum the matter up, the colonization company is an organization, which supplies 160 acres of land to the immigrant at from \$5 to \$15 an acre, which he, the immigrant can secure from the Dominion Government for a homestead fee of \$10 altogether. The balance between these opposite extremes is squandered as above indicated, and squandered in such a way as to allow no benefit to either the settler or the country he settles in. Assuredly the colonization company is one of the most unnecessary joint stock concerns the Northwest has been afflicted with, and when we consider how their influence at Ottawa has been used in the past in misdirecting railway construction in this country, so that Southern Manitoba, where they held no lands, has been neglected, although better settled than any other district of the Northwest, we have a clear proof of how mischievous their selfishness has been.

But we have now a few things for consolation in connection with these companies, and the first is the grim satisfaction that their stockholders have made no profit out of their investments, and that no more will follow their foolish example, much to our relief. Then we have the assurance of the new Minister of the Interior given at the Press Banquet in Winnipeg lately that the aims of the Government for the future will be for the actual settler, and against the land speculator. If such a policy be adopted, then the colonization company must go, for above all others it is the worst system of land speculation, and one in which the profit is too often based upon the toil, sweat and blood of the struggling pioneer.

### STORED GRAIN.

We are now in the busiest part of the grain shipping season, and the Northwest is fast emptying out its crop of the present year. There are special circumstances too, which stimulate the desire to get grain out of the country, and the most powerful one is the aim to get all wheat touched with frost into flour and in consumption during the winter months, so as

not to take any chances of its heating or otherwise spoiling with the return of warm weather in the spring. Our shipping record is not a very bright one at present so far as grades are concerned, and no doubt forms rather a dark contrast to what it will be when our round wheat held back until the opening of lake navigation begins to move.

Heavy as our exports may now seem, when compared with those of 1884 or 1883, the wheat is now moving out as fast as could be wished, owing to lack of cars on the C.P.R., a want for which the managers of the road are not to blame, but which is the result of wheat being sent east by all rail on that road instead of being stored at Port Arthur. Naturally the 700 to 1,000 miles extra of a haul demands a much heavier supply of cars to overtake the export work, and these the company do not yet possess. One consequence of this is that at almost every roadside station west of this city there are thousands of bushels of wheat stored, sometimes in a very imperfect way, awaiting cars to carry it east. In Ontario and in the Central States they have been visited by blizzards of late, which have materially hindered railway traffic, even in these old settled parts of the country. Notwithstanding all that has been said about the wild winters of our Northwest, we have had proof during the past three years that we are not so liable to these traffic-stopping blizzards as they are in either Ontario or the Central and Western States, a day's railway block from such a cause not having occurred here during all that time. Still we are not beyond the reach of a blizzard, and should one occur at present, the quantity of east bound grain, which would be blocked up at roadside stations, would in a few days put a stop to all buying from the farmers as buyers would have no room for storage. Even were the storage capacity doubled at these points, the inconvenience would be great to dealers, for the handling of grain in store at points where no warehouse receipt can be used for banking security, is a pastime in which millionaires may engage in, but which is beyond the ability of men of limited capital. Besides banks here and elsewhere are not so scarce of funds, but they would be pleased to have some more employed in crop handling.

We have had many appeals made to us for storage elevators in this city, and we

believe the peculiarities of our crop this year have only added another. Instead of hundreds of thousands of bushels of wheat being stored and waiting for shipment at points where no banking facilities could be had, the short haul to a centre like this, where if storage elevators were, bank funds would be available, would be a big relief to those engaged in the grain trade, and from this it could be moved leisurely during the latter portion of the winter, and all the financial advantages offered by banks made use of in its shipment.

Many arguments of a most convincing character have been used by the advocates of storage elevators at this city, all of which have been based upon a sound wheat crop to store. But we believe a partially damaged crop like what we have this year, or a worse damaged one like in 1883, only adds potency to those that have been used. We hope, therefore, that when the crop of 1886 comes to market, Winnipeg will not be in its present helpless state with regard to storage facilities.

### THE CIVIC ELECTION.

The annual contest for civic honors in Winnipeg is over, and while such contests always leave regret somewhere, the citizens have reason to be satisfied with the results of yesterday. Mr. Wesbrook the successful candidate for mayor owes his majority of 270 purely to the fact of his having been in the field before his opponent Mr. Crowe, and but for the groundless charges against the latter, trumped up by some of his opponents supporters that majority would undoubtedly have been larger. The equally groundless charges of Mr. Crowe being put forward by Mr. Norquay's Government would no doubt have reduced the majority, but for the prompt denial of any responsibility of making the charge on the part of Mr. Wesbrook. While we welcome Mr. Wesbrook as our new Mayor, and have the fullest faith in his desire and ability to guard the city's interests, we state that Mr. Crowe has no reason to be ashamed of his record either as alderman or as mayoralty candidate.

In the aldermanic elections the city has gained some valuable new blood, and retained some of the best of the old. On the whole, however, we do not think the Council of 1886 will be an improvement upon that of 1885. But we are satisfied that it contains no very dangerous elements, and we have reason to trust that the work of getting the city out of the sink hole it was plunged into by the Councils of 1883-4, will be vigorously pushed, and if it is so, with the recovery in trade which is now setting in, our new Council will be able by the close of next year to give a good account of their stewardship.