

The Commercial

WINNIPEG, SEPTEMBER 19, 1887.

NOT AS REPRESENTED.

Owing to the loud and frequent utterances of certain irresponsible parties at Brandon, it was at one time supposed that there was a considerable minority in that district opposed to the construction of the Red River Valley Railway. It was even declared that the people of the extreme western districts of the province did not uphold the action of their representatives in the Local House, in unanimously supporting the Government in its determination to build the railway. Investigation has shown, however, that this supposed opposition to the railway policy of the Government has little or no existence in fact. All the loud talk indulged in appears to have emanated from an insignificant clique of C.P.R. and Dominion Government hirelings. It is pretty well understood that these parties were entrusted by the C.P.R. to work up an opposition in the west to the construction of the Red River Valley road. It was hoped that this could be accomplished by means of working upon the local jealousies of the people, through persistent representation that the proposed road would be solely for the benefit of Winnipeg and the eastern portions of the province, and that although the western portion would be compelled to bear its share of the cost of construction, it would receive nothing in return. The clique forthwith went to work on this line, and though through their loud tooting they succeeded in making outsiders believe that there really was a considerable opposition to the construction of the road, centered about Brandon, they seem to have utterly failed in convincing even a small portion of the western people of the justice and reasonableness of their cause. The whole scheme was so transparent to those acquainted with the parties heading the movement, that little attention was paid to their vaporings.

By their refusal to be worked upon by local jealousies, and by their firm determination to stand by the rights and for the welfare of the whole province, even though personal benefit might not immediately accrue to them, the people of the western portion of the province have proved themselves worthy of citizenship amongst a free and enlightened people.

The solid business men of Brandon, as shown by a series of interviews published in the *Sun* newspaper of that place, have declared themselves unanimously with the Local Government in the construction of the Red River Valley road. Indeed, more pronounced statements in support of the provincial cause could not have been obtained even in Winnipeg, than were the utterances of these Brandon merchants. With such a unanimous feeling in the west in support of free railways, it is useless for Hon. Thomas White to bring up the old lie of "Winnipeg agitation," as he did recently at Ottawa, on his return from his western trip. No one knows better than Mr. White that there is not a shadow of truth in the statement.

The Brandon people in the interviews all expressed their desire for western connection with the Red River Valley road, and they may depend upon it, that so far as the business men of Winnipeg are concerned, the same feeling prevails here, and that with the least possible delay. But obviously an outlet must be had before connection can be accomplished, and when the former is established the latter will be easily secured, and cannot be prevented in the natural course of events.

COST OF RAISING WHEAT.

The cost of raising cereals, and wheat in particular, is a matter which has been frequently discussed in this country, both on the platform and in print. An immigration pamphlet is not complete without an estimate of the cost per bushel in raising wheat. Public speakers, who probably never grew a bushel of wheat, and who could not tell a sample of No. 1 hard from a No. 2 northern, have "proved conclusively" on the platform that wheat could be raised in Manitoba at a cost of less than 20 cents per bushel. Editorial writers, equally lacking in practical information upon the subject, have also tried their hand in the same direction, and to about the same effect. Undoubtedly wheat can be raised very cheaply in Manitoba, but at the same time there is good reason to believe that these estimates are usually considerably below the real cost. One thorough practical experiment must be taken as more conclusive than many of these paper estimates. It will therefore be interesting to review a report of the practical experience gained on the Dalrymple farm published in the *Northwestern Miller*, of Minneapolis.

The farm is located in the Red River valley, at Hillsboro, Dakota, with a soil and climate similar to a portion of Manitoba, and where the conditions would very closely resemble this country. What would apply there would therefore suit the case here very accurately. This farm, it is well known, is conducted on a gigantic scale. It consists of some 40,000 acres of land, and the work is done in the most approved manner as to the machinery employed and the mode of tillage. The soil is described as a deep, black loam, possessing that sticky consistency when moistened which at once proclaims it the genuine Red River Valley article. The expenses of the farm are said to be kept to a nicety, and the cost of raising the grain can therefore be figured down to a fine point. The cost of labor has been reduced even to the amount chargeable to each meal, and the cost of machinery has by practicable experience extending over a series of years, been accurately calculated, the length of time which a machine will do service being taken into consideration. The cost of putting in, gathering and marketing the crop it is claimed has been reduced to a fraction of a cent. The cost per acre on the farm for plowing, seeding, harvesting and threshing has been shown to average \$7.20. The yield will determine the cost per bushel. To the cost per acre as stated must be added interest on the investment, shrinkage of machinery, build- ings, etc. Accounting for all these items the cost of raising wheat on the Dalrymple farm has been found to average about 40 cents per bushel, and this does not include getting the wheat to market, but only to the farm elevators. For the past ten years the wheat crop on the farm has averaged 19 bushels per acre, which makes a good showing. For the same time oats averaged 47 bushels per acre.

Now that we have the experience of the Dalrymple's in "bonanza" farming, the question is, whether wheat can be raised more cheaply in a small way. Farming on the large scale certainly has some advantages, as for instance in the purchase of machinery in quantities and at low prices for cash. Thus in the item of binding twine alone, the farm in question made a saving of about \$600 last year, by buying in car lots. The farm also has its own elevators, and can make a saving in the cost of handling grain. The farm has shipping conveniences, and the wheat stored in the elevators upon