

was very poor. For next season it is of course impossible to give any forecast of the probable yield. This winter the fall of snow is heavier than an average and several times heavier than up to this date last year. The snow also has remained even on the ground, and has not blown off the plowed fields as it did last year. These features, so far as they go, are considered very favorable for crop prospects next year.

FIXING THE STANDARDS.

One of the features in connection with the grain trade of the country for the past year was the selection of samples for grading grain at Winnipeg. Heretofore, standards for grading western wheat were fixed at Toronto. This arrangement was found very inconvenient and disadvantageous to the grain trade, and after some agitation, the Dominion Government was prevailed upon to place the selection of standards and grading of grain in the hands of the western trade. Representatives from the various western boards of trade met at Winnipeg last fall and arranged the grades for the crop of 1889. The following standards were selected: No. 1 hard, No. 2 hard, Nos. 1, 2 and 3 Northern and Nos. 1 and 2 rejected. The standards for oats and barley were also selected. All the wheat will weigh over sixty pounds to the bushel, and the percentage of the various grades will be the same as laid down in the act.

NEW ROUTES OPENED.

Another important item to the grain trade is the extension of railways through the country. The Northern Pacific company, which extended its connections through Manitoba during the summer of 1889, has already had quite an influence upon the grain trade. It has been the means of opening quite a number of new grain markets, and led to the erection of a number of elevators and grain warehouses at country points. This road has also afforded Manitoba shippers a new and competing route for the shipment of grain eastward, which has been taken advantage of to some extent. This is the route via Duluth and the lakes. Wheat going by this route is shipped over the Northern Pacific to Duluth, where it is stored in bonded bins, under the charge of a Canadian customs officer, until it is shipped into Canada again by water.

MANY NEW ELEVATORS.

Notwithstanding that last year was unfavorable as regards the crops, a large number of new elevators and grain warehouses were erected throughout the country, thus showing that the grain men have ample faith in the future, and that an occasional short crop does not have the effect of retarding the expansion of the trade. The number of new elevators erected last season is almost surprising even if the crop had been a large one. The opening of new railways led to the erection of a number of elevators, but quite a number were also built at points previously reached by railways. On the new Northern Pacific and Manitoba railway, in Manitoba, ten elevators have already been erected. These have a capacity of 30,000 bushels each, with the exception of one at West Lynne, which has a capacity of 70,000. Wheat shipped to Duluth is passed through the West Lynne elevator, for cleaning and other purposes, before leaving the province.

Three grain warehouses have also been established on the Northern Pacific connections in Manitoba, in addition to the elevators mentioned. These elevators and warehouses represent new wheat markets opened. There are also other points on the road where wheat is bought and loaded directly into cars. At some of these points elevators will no doubt be erected next year. Besides establishing new markets, the construction of railways lessens the distance which farmers are obliged to haul grain, and also creates more competition for some of the old markets, for where two markets are not far apart, a little higher price at one place will draw grain even past the lower market. The new elevators and warehouses on the Northern Pacific lines are all owned by Martin, Mitchell & Co. The Keewatin Milling Co., also erected five elevators at points in Manitoba last summer, and some were established by other grain shippers. Altogether probably not less than twenty-five new elevators and warehouses, principally the former, were erected. Next year with fair crop prospects, this record will be greatly surpassed. The Central railway from Brandon, to be opened in the spring, and the Souris branch of the C.P.R. will open a large number of new grain markets, which will require elevator accommodation. There will also be further extensions of the Northern Pacific, in districts now well settled, and elevators will no doubt be provided as fast as the railways are extended. In fact, it has recently been announced that a company of Minnesota capitalists will establish a line of elevators on the Northern Pacific branches in Manitoba next season.

WHEAT PRICES.

One of the peculiar features of the grain trade of Manitoba of late has been the course of prices. At the commencement of the crop movement for the crop year of 1889, prices paid for wheat in Manitoba markets were fully up to and sometimes in excess of values in outside markets. Instead of prices ruling on an export basis, however, they have continued to advance, until for some months past wheat on track at country markets has sold as high as the grain was worth delivered at Minneapolis or Duluth. This is quite a remarkable state of affairs, and it shows that Manitoba farmers have realized from 12 to 15 cents per bushel more than their wheat was worth for export.

The matter can be explained in this way: It cost say 15 cents per bushel on an average to ship wheat from Manitoba to Lake Superior ports, such as Port Arthur, or Duluth, but the prices paid at country points in Manitoba have been as high as the grain was worth at Duluth. The wonder will be how the grain can be disposed of at a profit where prices so far above a market value have been paid. However, wheat has about all been taken by Manitoba and eastern millers at these high prices, though wheat bought earlier in the season did not cost as much as that portion of the crop marketed later. Owing to the high quality of Manitoba wheat, eastern millers take a portion of the wheat at these high prices, for mixing with their cheaper eastern wheats, in order to grade up the quality of their flour. It is not so easy to see how Manitoba millers, who cannot secure cheaper wheat for mixing, will be able to make a profit

upon the wheat purchased at such high prices, as they have to compete in eastern markets with the cheaper eastern qualities of flour, and with flour imported from the United States. However, as the millers are themselves responsible for the high prices, they may know of some way to get out without a loss. In a heavy crop year, prices here of course would not average away above an export value, as they have done lately.

British Columbia in 1889.

A GREAT INCREASE IN THE TRADE OF THE PROVINCE ALL ALONG THE LINE.

The progress made in the province of British Columbia during the year 1889, is certainly very gratifying to the people of the province. Trade returns and other available information all go to show that last year was one of marked development and progress. In every industry to which the country is adapted, there have been signs of increased activity. The year has been a prosperous one for the three great industries of the province, namely; mining, fishing and lumbering. The cities have increased in population, and many important works in the way of buildings, public improvements, etc., have been undertaken. Customs returns and exports show large increases in figures, and in fact there has been a general advancement all along the line, thus indicating that the activity has not been confined to one or two branches of trade, but that the whole country has forged ahead.

DUTIES COLLECTED.

Duties collected in British Columbia for the fiscal year ended June 30th last, are the largest on record, the figures amounting to \$1,015,573. Duties collected for the previous year were \$873,952. British Columbia entered the confederation of the Dominion of Canada eighteen years ago. During the first year the province formed a part of Canada, the duties collected amounted to \$342,400. In the following year the amount collected was the lowest in the series of years since the province entered the Dominion. This was for the fiscal year ended June 30th, 1873, when collections were 301,147. The figures for the past fiscal year have more than tripled since 1873, and it is not likely that they will again go below the million point.

This growth in collection of duties is remarkable when the circumstances of the case are understood. Before British Columbia entered the confederation, her imports from Canada were practically nothing. Her trade was with the states to the south and with Great Britain direct by water. She had no connection with Canada by railway or other means of communication. After the province entered the Dominion, trade with eastern Canada slowly began to develop. Goods were sent in bond from the east over the Northern Pacific railway. A few years ago the completion of the Canadian Pacific railway afforded a new and direct route through Canadian territory between the east and the west. Since the completion of this road trade between British Columbia and the eastern provinces, Manitoba, and the Territories has largely increased. It will therefore be apparent that the trade of the province has