

The Commercial

WINNIPEG, MAY 22, 1883.

THE NEW C. P. R. TARIFF.

With the taking over from the contractors by the C. P. R. Syndicate of the Thunder Bay branch, the whole tariff to and from the North-west will be subjected to a marked change, which will prove more revolutionary than most people are aware of. The new freight tariff, which went into force on the 12th of this month has naturally been the subject of much newspaper comment, favorable and unfavorable, according to the political creed of the commentator. That there are points in the same which many in the North-west have reason to complain of must be admitted even by the staunchest supporters of the Syndicate, and the discrimination in favor of Emerson and against Winnipeg seems, at least to Winnipeggers unfair. As the whole C. P. R. scheme is a portion of the doctrine of "Retain Canadian traffic in Canadian channels," the discrimination in question is only a feature of that policy, and must be tolerated even by Winnipeggers.

It is not our intention at present to discuss the justice or injustice of this discrimination, but to view the advantages that the Thunder Bay outlet will give to the North-west generally. Views upon that question already expressed have been too much confined to how import business will be affected, and a view of the export side will not be out of place. The only exportations from the North-west for some years to come will be grain, and the rapidity with which that will increase is not fully comprehended by most people. By the new tariff wheat will be carried in car loads to Port Arthur from Winnipeg for 34c per 100 lbs., from Portage la Prairie for 37½c, from Brandon for 40½c, from Regina for 49½c, and from Moose Jaw for 50½c. At Port Arthur grain will be as near to the Atlantic seaboard as at Chicago, and on the lakes where competition is open to all, there is no reason, why it should not be there as cheaply. By Canadian waterways too, transportation to the Atlantic is attended with less dues for storage, trimming transfers and so forth, so that the advantages should be in favor of Port Arthur rather than Chicago. From Chicago to the Atlantic seaboard wheat can be forwarded at present for about 12c a bushel,

including all outside charges, and at no time for years back has the figure exceeded 15c. Allowing about 2c for dockage and other charges at Port Arthur, grain should reach the Atlantic from Winnipeg for 34c a bushel, from Portage la Prairie for 36½c, from Brandon for 38c, from Regina for 43c, and from Moose Jaw 44c. When these figures are carefully looked into, it seems that the opening of railway communication to Lake Superior brings the North-west wonderfully near to the eastern world. These figures will bear inspection in connection with the price of wheat and the profits on raising the same. Only at one period in four years, namely in the summer of 1880, was Chicago No. 2 wheat down to \$1.00 a bushel in New York, and during more than half of that time it was held at \$1.10 and over, while its highest point has been \$1.43½. The hard wheat of the North-west is worth from 5 to 8c a bushel more than Chicago No. 2 F. O. B. at any Atlantic port. Thus the minimum value of wheat with open lake navigation will be at Winnipeg 71c, at Portage la Prairie 68½c, at Brandon 67c, at Regina 62c, and at Moose Jaw 61c. Agricultural statisticians say that with less than an average North-western crop, wheat raising will pay at the smallest of these figures, while at the average between the highest and lowest figures, namely 21½c more, a handsome profit is certain to the farmer.

When the foregoing freight rates are compared with what were charged under similar circumstances, the North-west shows out to great advantage. When in the close of 1868 the first railway reached across the fertile state of Iowa to the Missouri valley, namely the Chicago and North-western, a grain rate of 40c was established between Council Bluffs and Chicago, although that road traversed two garden states between the two cities named; and at the present date there are points on the Union Pacific less than 200 miles west of Council Bluffs, although there are six competing lines between these two cities, that do not have as favorable rates to Chicago as Brandon has to Port Arthur. Yet we are told that the C. P. R. rests like a nightmare upon the North-west, and it must necessarily be an exacting and oppressive monopoly. Prejudice may lead some people to believe such, but the new tariff, which heralds the opening of railway communication to Lake Superior, shows upon the part of

the C. P. R. Syndicate a generous consideration of the export wants of the country, which must aid materially in its rapid development.

But after the C. P. R. Syndicate have made these rates, the question still remains, What is to be done with the grain of the North west during the season of closed lake navigation? Must it still go by American railways to the east, and be subject to extortionate freight rates? No person truly interested in the welfare of the country can answer in the affirmative. It is evident that some system of grain storage is absolutely necessary to avoid this, and it remains to be seen where this will be located. It would be almost folly for us again to allude to the advantages Winnipeg would gain from such a system, so frequently have we placed the matter before our readers. But the necessity is more pressing now than ever before, and as the Dominion Parliament have established a special grade for North-western hard wheat, and made provision for a grain inspector at this city, all that is wanting to set the work moving, is the forming of an elevator company in the city with both powers and capital to accomplish the work. The day of grace is nearly over, and it may require only one more season of delay, and Winnipeg's chances of becoming the grain centre of the North-west are for ever gone.

COMMERCIAL BRAVERY.

There is such a commodity as commercial bravery, just as surely as there is physical and moral bravery, and to the last named the commercial article is very closely allied. As in physical undertakings, so in commercial ones, the term bravery is not always clearly understood, and a worthless counterfeit is too often accepted as the genuine article. The blind reckless man who rushes headlong into physical danger without comprehending what risk he undertakes, cannot truly be called brave, though with that incomprehensible luck which frequently attends recklessness, he may come safely and honorably out of the same. The Duke of Wellington once noticed a colonel of a regiment turn pale, as at the head of his men he obeyed the order to charge in the face of a terrific fire. "There goes a brave soldier," said the Iron Duke. "He sees and understands his danger but faces it. People are too liable to take a