

THE COMMERCIAL

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LOADING PLATFORMS WANTED.

A state of affairs has arisen in connection with the erection of grain loading platforms on the lines of the Canadian Northern Railway which must be decidedly annoying to the farmers concerned and which should call for a speedy investigation by the government officials charged with the responsibility of enforcing the Manitoba Grain Act. One of the principles in that act is that the western farmers concerned should be consulted by the railway companies loading platforms at stations and sidings on their lines, the petition of ten farmers being sufficient to make it obligatory for the railway company to erect such platform within thirty days. To that provision the Canadian Northern Company makes no pretense of living up. Platforms which were petitioned for by farmers so much as ten months ago have not yet been erected and later petitions are receiving the same contemptuous treatment. The Commercial sees no particular danger to the country in the fact that these platforms have not been erected and it is probable that the farmers who asked for them do not care or they would have raised their usual kind of cry ere this, but the fact that one of the principles of the Manitoba Grain Act for which the farmers contended so strongly is completely ignored by a railway which these same farmers regard as being almost their enemy really indicates that its management has no real consideration for the farmers' interests after all than other corporations which make no pretense of consideration for anyone but their shareholders.

THE CANADIAN WHEAT PROBLEM.

The grain and milling papers of the Northwestern States are taking a great interest in the Manitoba wheat crop this year and the probable effect on the market of its hurried sale. Almost everyone of the leading papers on the southern side of the line are discussing this question editorially and it is quite evident from the tone of the remarks made that Canada has found a vulnerable spot in Uncle Sam's tariff barrier at last. The American Elevator and Grain Trade, of Chicago, one of the best of our trade exchanges from the other side of the line, pub-

lished the following editorial on this subject last week:

Another bumper wheat crop is expected from Manitoba and the Northwest Territories, and the problem what to do with it will shortly become pressing. The elevator system of Canada has been materially enlarged this season, both in the country and at the terminals, but it is still far unequal to a natural demand for storage. The Canadian Pacific and Northern roads have also increased their equipment of grain cars; but this latter fact is likely to count as a bear factor in the market, for it is still far unequal capacity at the farms and inadequate elevator room at the towns, the aim of farmers will be to get this stuff moved off their hands at the earliest possible moment after harvest.

It certainly is unfortunate that the American tariff is still in force, driving this grain, as it will, away from our elevators and mills and forcing it into Liverpool at "any old" price. It is person too much to hope congress to reconsider the situation on its merits; but if the rusted farmers to Manitoba and the Northwest Territories

as there are still 1,000,000 to 2,000,000 bushels of last year's wheat in the province, and this, together with the present bumper yield, will answer for the future "strategic position" of the Northwest, both in the Northwest Territories and the Northwest.

"Will there be sufficient harvesters offering to gather the crop in good time?"

Mr. McNeill replied that the company had every reason to hope that there would be sufficient hands to do the work. As for ability of the C. P. R. to provide transportation facilities, Mr. McNeill fully believed that the company would be able to move the crop. He stated that the company has been steadily engaged since last fall work this year. In fact, it had employed all the men available, besides outside of Canada.

The hay crop, Mr. McNeill proceeded to say, had been enormous, and there had been enough grass to feed the cattle ten times the number of cattle now being exported, as he saw many stock trains en route. These, he added, are at one or two points they are removed from the cars, fed and rested, and rushed along again.

Mr. McNeill said that the company was building 200 miles of new line this

exported, showing an increase of 113 per cent.

The lecturer then described the process of making wood pulp was sub-merged, taking the work of Grand-Northern as his example. The plant cut 85 cords of wood of the value of \$2,250,000, equal to 28 per cent of its capacity. They prefer the best pulp, and the supply side they make extensive spruce grows nearest the belt estimated the Canadian forests. The Canadian forests are 1,500 million cords of spruce, while the conservative statements of the Dominion statisticians placed them at 1,400,000 square miles, producing 1,500 million cords of pulp. The operations in the treatment of the logs in the factory. After describing the making of pulp, the question of the effect on the forest industry was next discussed. A great deal of the danger of disafforestation is due to forest fires, and the careless-ness of lumbermen. Thus, the least-estimated of seventeen or eighteen per cent of the loss of \$120 per 1,000 acres. The refund is some \$100 per acre, and the net diameter costs \$95, and the cost of the mill is \$100 a 1,000 acres, to move timber, less some 25 cents, to be given away. There were other extravaganzas, with the question of a lumbering five inches diameter is cut, the forest will take from 20 to 15 years to grow up, but if no tree less than 12 inches is taken, operations may be resumed in 24 years. The lecturer then discussed the regulation of this matter by Government, as it was too much to expect any but the most enlightened private owner to regard it from the public point of view. The lecture was closed with a few remarks on the hard life of the lumber camps, which is now in some cases being ameliorated by the institution of reading rooms and travelling libraries.

A Lost Slave and the Cause.

A farmer having "some notion" of buying a new mower called on a dealer who had just learned that a man who owed him \$100 had fled to a prison for bankruptcy. The dealer was "blue" and had not the heart to conceal it. He said to the farmer, "I have a mower and shook hands listlessly. The farmer asked to be shown mowers, but the dealer insisted on telling his troubles. The business, according to him, was going to the dogs. You don't know who to trust nowadays, and my own brother would best you if he had his chance. The world is full of beats. He wished he was advocating a business, working by the day.

He was silent on the good points of his mower for some time, and briefly some questions asked. Sometimes ere replying he spoke of his loss and was somewhat bitter in telling the farmer mowers would hardly make a dozen what he would lose on the defaulting debtor. The farmer concluded he wouldn't buy a machine this season. Two hours later the dealer met him driving away from the competitor's store with a new mover in the wagon.

"Thought you decided not to buy this season," he said.

"Changed my mind," replied the farmer, as he drove on. It was a needlessness to observe that the second dealer, if he had any trouble on his mind, refrained from telling the farmer about it. The dealer who realized the truth of the matter, feltness as a factor in selling keeps his sorrow on his face, and he is a perfect customer waiting for a optimistic view of everything that comes up for discussion.—Farm Implements.

Author's coal shipments to Lake Superior ports make a record this year. They were 102,228 tons to August 1, compared with 274,898 tons for the same period last year and 317,363 tons in 1900.

In Egypt cheap water-raising apparatus is wanted to obviate the existing "shaloo" system, by which water is required to hold the contents of a bank. Nile water to the top near Suez and the cheapness of labor will, it is said, soon enable factories to be started, in order for which various kinds of machinery must arise.

Manitoba Farm Homes—Residence of J. W. Newton, Wellwood.



continues for a few years more at the rate they have been going there during the present summer, the effect on American wheat prices may open the eyes of our farmers to a situation that may be anything but pleasant.

A repeal of the tariff would at least tend to steady prices, which would be a greater benefit to the Americans than to the Canadians, since the former have more wheat to suffer loss on.

Mr. McNeill in Montreal.

Montreal, Aug. 20.—"Well posted people claim that there will be 60,000,000 bushels of wheat as a result of the present harvest, and this will be equal to an increase of 15 per cent. over last year." This was the answer given last evening by Mr. D. McNeill, general manager of the C. P. R., to one of the first questions put to him on his return from a tour of inspection over the new railway and several of the company's branch lines. Mr. McNeill declared that the crop was practically saved, and he was sure it would be a banner year. Before he left the province of Manitoba wheat had been cut on high and particularly dry land, and he believed that by the middle of next week harvest would be general throughout the province, as well as the Territories.

Speaking of the excellent quality of the season's wheat, Mr. McNeill said that in some places there was probably a falling off in the quantity of straw, but the ears are large and parrot, he added, he has any question to the excellent condition of the country,

year in the west, the Lardo Lake road in British Columbia having been opened while he was in the Pacific province. The country along the Crow's Nest railway shows great development in coal, lumber, mines being opened all the time, the colonies at Frank, B. C., producing from 600 to 800 tons per day.

Canada's Big Asset.

In the course of a recent lecture upon "Canada's wood pulp resources" Prof. D. B. Penhallow gave some interesting and useful information. After sketching the early history of paper-making in the United States, he pointed out that the earliest papermakers from wood fibres was the hornet. This insect stripped the bark of a cedar post, and the fibres from them constructed a nest able to withstand any weather, whose six layers of wood of a cedar post, one millimeter thick. He separated the same way as the modern pulp-maker does.

In 1897 the export of wood-pulp from a European country was worth nearly \$5,000,000 and in 1900 nearly \$10,000,000. It is only a small part of the whole industry. The United States census of 1870 said there were eight pulp mills in the country, in 1890, 82, and in 1900, 185. The figures for a capital of \$147,597,000. The figures for 1900 showed a like rapid increase which resulted in the existence in 1900 of forty mills, and the production of nine million tons of output that year was 476,700 tons of pulp, and the export, to the value of \$29,874. In 1891, \$1,250,000 worth was