

TRADE



REVIEW.

A FORTNIGHTLY JOURNAL DEVOTED ENTIRELY TO THE COMMERCIAL, AGRICULTURAL AND MANUFACTURING INTERESTS OF THE PROVINCE.

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ALEXANDER BEGG.
Editor and Proprietor.

NOTICE.—On account of the great success attending the TRADE REVIEW, it will be increased in February from 8 to 12 pages. Do not lose any time in sending in your advertisements.

FIRST OF JANUARY, 1872.

Manitoba is but a small Province. Winnipeg is little more than a village, and yet our trade is large. This is easily accounted for, when it is remembered that the vast North-West Territories derive the greater portion of their supplies from this point.

The day used to be, when our traders brought their goods into the country via Hudson's Bay and York Factory. This gave place to the route through the States, when our ox carts went as far as, and even farther than La Crosse on the Mississippi. Mails were received at long intervals and very irregularly, and in winter the Red River country was cut off almost completely from the rest of the world. At the present time we have our steamboat lines, our Stage and Express; our Telegraph connecting us with all parts of the world; our mails arrive three times a week, and in a year or so we have a very fair prospect of seeing the railway locomotive at our doors. The route via Lake of the Woods and Thunder Bay, which at one time was thought almost impracticable, is now being used successfully for summer passenger travel, and we hope ere long to see it made available for freighting purposes. Had the small Province of Manitoba, with its infant capital, Winnipeg, been merely taken into consideration, it is hardly probable that all these great changes would have been pushed forward so rapidly—but when the vast country lying north and west of us is taken into account, with its great fur trade and many advantages for settlement, then the necessity for a proper communication with a country like ours is not to be doubted.

We have said that our trade is a large one—such indeed is the case, and in a later number we mean to produce a few facts to prove our words. Merchandise shipped from here in many cases is carried six and seven hundred, yes even a thousand miles into the interior, and our fur traders are known to take with them from \$3,000 to \$5,000 worth of goods at a time—but

this is not all. Settlements are springing up around us and every year our trade will consequently increase. As the Saskatchewan fills with settlers we must be careful that the merchants on the Missouri via Benton do not take the trade out of our hands. We must take every precaution to secure for Manitoba the mart of supply for our North West Territories—and it will be the object of this Journal to show business men in other portions of the Dominion that the field here for mercantile enterprise must not be neglected.

To our farmers we would say that the features in their peculiar line are bound to change very soon. Markets will be opened up, and produce raised in Manitoba will find its way to distant parts of the globe. The merchant and the farmer must work hand in hand for the good of the country. We on the part of this Journal will do our best to further the commercial, agricultural and manufacturing interests of our promising Province, and hope that the people of Manitoba will grant us their hearty support in the work.

We take this opportunity of wishing all a
HAPPY NEW YEAR.

and trust to see many changes for the better between now and

1ST JANUARY, 1872.

FORWARDING.

Now that the first season of the new system of freighting goods from St. Paul to Fort Garry is over, we trust that the forwarders engaged in the business will be prepared during the summer of 1872 to give more satisfaction to our merchants than they have hitherto done. Certainly there is at present much reason for complaint—not only as regards the exorbitant rates (for we can call them nothing else), but also on account of the serious delay in the transportation of the goods. In former years, when it was the custom of the merchants here to sent their own carts to St. Cloud, they could calculate within a week or so when their merchandise would reach Fort Garry; but we are sorry to say that during the past year no such calculations were possible.

In some cases, goods came through, both from England and Canada, in proper season; but in others we are aware that parties have suffered seriously from not receiving their

stocks at the right time. In a country like this—so far removed from the regular markets, and with such limited means of transportation at our disposal, it is an all-important matter for the merchants, on the one hand, to order their goods sufficiently in advance of the time when they require them, to guard against any delay that may occur in their transit; and on the other, it is the duty of the forwarders to use all possible dispatch in sending them on to their destination. We therefore cannot too strongly urge upon our merchants the fact that it is better to send their orders some time in advance of their requirements, than to defer trusting to the (so far) delusive hope of receiving their goods at any calculated time. It is well known that there have been many obstacles, in the way of pushing freight along over the route between here and the end of the St. Paul and Pacific Railway, especially at the other side of Frog Point, on account of the difficulty of obtaining sufficient teams for the work, and also at times the bad state of the roads; but next season this will be obviated, as the Northern Pacific Railway will connect with the steamers on the Red River. Freight will then come through by rail to the point where the steamers can connect, and there will be no excuse left for delay on the part of those engaged in the river transport.

We must not, however, allow the whole blame of detention to rest on the shoulders of the Red River steamboat lines; for goods are frequently detained through carelessness, or other causes, by the Railroad Companies beyond St. Paul; yet we consider that it is the duty of those engaged in the forwarding business at St. Paul to hurry along freight