

THE COMMERCIAL

The recognized authority on all matters pertaining to the business progress in Western Canada, including that part of Ontario west of Lake Superior, the Province of Manitoba and British Columbia, and the Territories.

Twentieth Year of Publication.

ISSUED EVERY SATURDAY.

Subscription in Canada and the United States, \$2.00 per annum in advance, or \$2.25 when not so paid; other countries, \$2.50.

Changes for advertisements or stops should be in hand before Thursday morning. Advertisements purporting to be news matter or which profess to express the opinion of this Journal, will not be inserted.

The Commercial certainly enjoys a very wide general circulation among the business community of the west region, lying between Lake Superior and the Pacific coast than any other paper in Canada, daily or weekly. The Commercial also carries the leading wholesale, commission, mercantile and financial houses of Eastern Canada.

Office 219 McDermott St. Telephone 224.

D. W. BUCHANAN,

Publisher.

WINNIPEG, FEBRUARY 1, 1902.

BINDER TWINE.

There has been more or less discussion for years as to the possibility of manufacturing binder twine from some material of home production. The cost of binder twine is an important item to the farmer, particularly during recent seasons of high prices for manilla hemp. If some material suitable for twine could be cheaply produced at home, it would be a great saving to our farmers, who would profit first by growing the material, and secondly by the reduction in the cost of twine. The use of grass for twine has been frequently discussed, and attempts have been made in a limited way to manufacture flax twine, but they do not appear to have been very successful. At many rural flax twine has never come into use to any extent. In the State of Wisconsin a factory has been established for the manufacture of twine from a variety of wild marsh grass. This variety of grass is found in Manitoba, and there was some movement toward undertaking the manufacture of grass twine at Winnipeg a year or so ago, but it appears to have been dropped. Now we learn from Ontario that the provincial government of that province will undertake a series of experiments with flax with a view to further testing its value for the manufacture of binder twine. An appropriation, it is said, will be asked from the legislature at this season of year, for carrying out the proposed experiments with flax.

IRON AND STEEL.

The establishing of an enormous plant at Montreal, by the Canadian Pacific Railway Company, for the manufacture of locomotives, etc., may be taken as an indication of the great strides Canada is making these days as an iron and steel manufacturing country. Subsidiary to the making of iron and steel, we are to have great industries where iron and steel will be the principal raw material used. The big shops, it is said, will give employment to about 5,000 men, and manufacturers heretofore largely imported will henceforth be made at home. When these shops are in operation the company will not be obliged to depend upon foreign manufacturers for supplies, who, as in the case of the past season, were not able to furnish the company with locomotives, etc., when they were so badly needed.

\$20,000,000 MORE CAPITAL.

It is reported from Ottawa that the Canadian Pacific Railway will ask power to increase its capital stock to the extent of \$20,000,000. This is required to aid in extending the equipment and betterment of the road. An itemized statement as to how it is proposed to expend the proceeds of this stock is submitted, as follows:

For new rolling stock, \$3,000,000.

Double-tracking, \$4,000,000.

New plants for construction of rolling stock, chiefly at Montreal, \$1,500,000.

New elevators, improvement of terminals, \$3,000,000.

Miscellaneous improvements, \$500,000.

From this statement it will be seen that a large portion of this expenditure has been made necessary by the enormous growth of the traffic of the company in the West. The company, it is well known, increases largely increasing rolling stock in its western lines. Then as to the item for double-tracking, it is probable that the section between Winnipeg and Lake Superior is regarded as the portion where double-tracking is most urgently

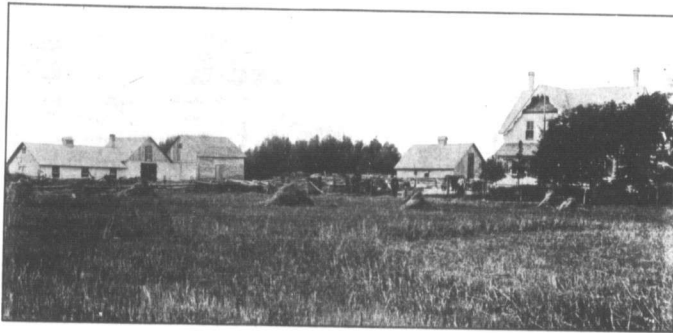
required. Their loyalty to the empire has been, perhaps, more marked than any other British country, not excepting the people of the home countries themselves. The Australians are now asking themselves what the Imperial sentiment means, anyway. The principal product of Australia is meat. They claim to be able to supply this commodity in much larger quantities than it is likely to be required by the war office. Then why should the oration be sent to foreigners? The Australians are irritated not without reason. It is frequently said that there is no sentiment in trade, and the British government has evidently been acting on this basis, but they will find out that it is a mistake. Wherever contracts for supplies can be placed with our own people to advantage, this is the policy that should be adopted. If the different countries forming the empire generally adopted this policy, it would be found to be a great factor in cementing the empire together. Sentiment is an important thing, but commercial interests are sometimes more weighty than sentiment. If the commercial interests of the empire as a whole are systematically disregarded,

Germany, instead of with home manufacturers. This irritation is accentuated by the extreme hostility shown in Germany recently for everything British.

THE GRAIN ELEVATORS.

In considering a motion in the Manitoba legislature, asking for amendments to the Grain Act, Mr. Fowler argued along the line that in future grain would be handled in Manitoba without the use of elevators. That is, that the grain will be loaded from farmers' wagons directly into the cars. The gentleman may possibly have been misquoted. This, however, is the meaning we take from his remarks, as reported in the daily papers. We wonder if Mr. Fowler attempted to figure out how long it would take to export the 1901 wheat crop of Manitoba, if it all had to be loaded from wagons into cars.

On the one hand we have a cry for increased elevator facilities, and on the other we have a few men like Mr. Fowler doing the best they can to discourage the building of elevators. One would suppose that the present



Manitoba Farm Homes—Farm Scene in Winnipeg District.

ently required. The item for elevators again no doubt refers mainly to requirements at Fort William.

It will be noted that it is expected to realize par value for this stock, as a \$20,000,000 of stock is considered as equal to the same amount of money. This speaks highly for the Canadian Pacific Railway Company that an extra issue of stock can be disposed of to such good advantage. The announcement that the company is to enter upon a vigorous policy of improving and extending its facilities for handling traffic, will be good news to the West.

The company has agreed that in calculating the 10 per cent, which, by the terms of its original contract with the government, must be earned by the railway upon the amount of its actual cash cost before parliament or the governor-in-council can interfere with its tolls, this new stock and the proceeds of it shall not be included in the actual cash cost of the railway.

IMPERIALISM.

It is reported that the Australians are quite stirred up over the placing of orders in Argentina for meats for the British troops in South Africa. The Australians have taken an active interest in the South African trouble. They have been most enthusiastic and unanimous in their support of the Im-

perial spirit to keep up the present. The future of the empire is largely—may we say mainly—a commercial question. There are various commercial questions now demanding consideration. The colonies of the West Indies, which depend largely upon their sugar crops, have been brought to the verge of ruin by the bounty-fed sugar producers of Europe. These colonies have been demanding consideration from the home government. The oldest colony—Newfoundland, suffers severely from the bounty allowed the French fishermen of the St. Pierre and Miquelon islands by their home government. These French fishermen practically come into the Newfoundland waters for their fish, and with the aid of the bounty allowed them, make a business unprofitable for the Newfoundland fisheries. The Newfoundlanders ask the home government to impose a duty on French fish as an off-set to the French bounty. These are important Imperial commercial questions. Now we have the demand of the Australians and New Zealanders for a preference in filling orders for certain government supplies, as compared with foreign countries. Even in Great Britain itself there is considerable irritation over the frequency with which orders for government supplies have been placed in

Manitoba has the best grain-handling system in the world, and yet, with all our elevators, there is not sufficient storage accommodation for the great grain crop of 1901. Without this elevator system, the farmers would certainly be in bad shape at the present time. It certainly seems a most inopportune time to ask for the passage of laws which will tend to discourage the erection of elevators and depreciate the value of those already established.

The policy which led to the establishment of our elevator system was a wise and far-seeing one. The gentleman or gentlemen who insisted on the construction of elevators at railway points throughout the west, and provided rates governing the capacity and handling facilities for such elevators, conferred a lasting benefit upon this country. This fine elevator system is largely the result of the regulations imposed by the Canadian Pacific Railway management in the earlier days of grain handling in this province. These regulations were intended to encourage the erection of elevators, which should not be below a given standard in capacity and handling facilities. Where a standard elevator had been erected, the com-

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