

(Continued from page 1140.)

toba wheat and certain other commodities were placed in competition, by the agricultural department of this province, with the gratifying result that the highest award was carried off by Manitoba wheat. At this exhibition the competition would be with the choicest milling wheats from every quarter of the globe, and the result is but another assertion of the supremacy of Manitoba over all the world, in the production of choice milling wheats. It will be noted that this exhibition was specially a millers' show, and the awards would be given from the millers' standpoint. Wheat is grown for milling, and what is required first of all in a desirable wheat, is milling qualities. At this exhibition the awards would not be of a superficial nature. The wheat would be thoroughly tested for its milling qualities, and its merit would be decided on these points. The award is therefore the more valuable, and adds another to the long list of victories gained for Manitoba's famous hard wheat.

SMUTTY WHEAT.

A Toronto telegram, of July 5, says: "Much of the last year's grain imported to England was smutty and indifferently inspected, and in consequence exporters have had in some cases to stand the loss of a rebate of from two to three shillings per quarter on it. The president of the board of trade announces that he intends to invite the commercial bodies of the country to take action looking to the compelling of farmers to be more careful and the inspectors to be honest."

This does not specify Manitoba wheat, particularly, but it is probably intended to refer to western wheat. Smut is preventable, and THE COMMERCIAL pointed out last winter, that it would not be more arbitrary to compel farmers by law to take precautions against smut, than it is to compel them to cut noxious weeds.

The slap at the inspection of wheat is only another of the many of a similar character lately given. These random charges against the inspectors should not go on without an investigation to either substantiate or disprove them. It is not just to the inspectors that this thing should continue, and we believe an official investigation should take place in the matter. As for inspector Horn, of Winnipeg, every one who knows the man, believes that he is in every sense above reproach, and could not possibly be influenced to give an unfair certificate.

THE TROUBLE AT EDMONTON.

The recent trouble at Edmonton, Alberta, regarding the removal of the Dominion land office there, attracted considerable attention throughout the country. The town of Edmonton is situated on the south bank of the Saskatchewan river. The terminus of the new railway is on the opposite side of the river, where an effort is being made to build up a new town. The residents of the old town are of course striving to maintain their position, and very naturally so, for their all is invested there, and the building up of an opposition town is not calculated to help them on the road to peace and prosperity. They naturally have the sympathy of the people, because they went into the country and built up the town long before the railway arrived, and it will be a matter for regret if these pioneers of the North Saskatchewan will be obliged to abandon

their town in favor of the new townsite. The proposal to remove the land office to the new town was a trivial affair, but the demonstration it provoked in opposition thereto, shows how the feeling runs.

Railways are granted aid with the object not only to open up the country for new settlers, but also to benefit the pioneer settlers who have gone in ahead to subdue the country in advance of the railways. These pioneers very naturally conclude that their interests stand foremost in this matter. When government aid is given to a railway company, we think the government should make it a condition that the interests of the pioneer settlers should be protected as much as possible. To building up of new railway towns, close by and in competition with these pioneer towns, has been considerable of a hardship in this country, when in some cases it would have been as convenient to establish the railway point in the old town. The case of the old town of Macleod is an example of this nature. The object is to make as much money out of the land as possible, and instead of running the railways into the old towns, new towns are built up on the name and prestige of the pioneer towns. In the case of Edmonton, the town is located on the north side of the river, and it would cost considerable to carry the railway across to the old town. It seems a small affair for the government, however, instead of endeavoring to protect the interests of these pioneers, to attempt to injure them by sanctioning the removal of the government offices to the new townsite, especially as it appears that the old town is the most convenient place for these offices.

THE WINNIPEG INDUSTRIAL.

The great Exhibition of Western Canada will open at Winnipeg on the 25th of the present month. This is the first time an exhibition in Winnipeg has been set for the summer season. In Manitoba the fall is such a busy time with the farmers, that it has been decided to try the experiment of a great summer exhibition, and combined with the exhibition an excellent programme of sports and attractions has been arranged for the entertainment and amusement of visitors.

Several parties of delegates from the States and from Eastern-Canada, who are coming here to spy out land in the interest of themselves and their neighbors, will be in Winnipeg during exhibition week—July 25 to 29. This will be a good time for parties who wish to prospect this country, to come, as they will be able to see the country as it were in a nutshell. Almost every district of Manitoba and the territories will be represented at the Winnipeg Industrial, and the exhibition will afford visitors an excellent opportunity to compare the products of different sections, side by side. An intelligent investigator should be able to learn a great deal about the country, from a careful examination of the exhibits which will be on view. The display will afford a fair index of what the country can produce. A personal visit to different sections of the country, will of course give visitors a great deal of information which would not be learned at the exhibition. But many persons who might find it convenient to visit the exhibition would not have leisure to personally inspect a country, so vast in size and varied in resources as Western Canada.

We should have a large number of visitors from Eastern Canada at the exhibition. There are thousands of people in old Canada, who have but a limited knowledge of this portion of their country, and who could spare the time and afford the expense of a visit to Winnipeg. Such persons should make an effort to attend the Winnipeg Industrial, in order to acquire some information about Western Canada. It is always a praiseworthy object to seek to be well posted about one's country. If Canadians generally were better informed about their native land, there would be fewer national pessimists than we are now obliged to put up with. A visit to the Winnipeg Industrial would prove a revelation to thousands of our fellow citizens of the east.

It is hardly necessary to add anything to impress upon the people of Manitoba and the territories, the advantage to be gained from a good representation of exhibits from their respective districts. This is well understood. A good display from any section, will prove a valuable advertisement for the district. The railway companies have been very liberal in the matter, and have agreed to carry exhibits free both ways. Very low passenger fares have also been made, so that there is every encouragement to send exhibits and come in person. The prizes are numerous and large, \$15,000 in all being offered in prizes. Entries should be filed with the secretary on or before July 14, so that those at a distance should lose no time in attending to their entries. Copies of the prize list, together with entry forms and instructions, will be forwarded on application to "Secretary Industrial Exhibition, Winnipeg."

Half Year's Record.

In Canada (including Newfoundland) there appears to have been a moderate decrease in the total number of business failures for six months ended June 30th, about 4½ per cent. Aggregate liabilities of failing traders in the Dominion are \$8,702,789, or 17 per cent smaller than in the first half of 1891. The number of failures for the period named decreased in Ontario, Quebec, Prince Edward Island, the Territories, while they were larger for the six months in New Brunswick, Nova Scotia, Manitoba and British Columbia. The like is true, with one unimportant exception (Prince Edward Island) as to increases and decreases of totals of liabilities.

The number of failures taking place in the United States during the first half of 1892 (South Dakota excepted) is 5,351, a total slightly in excess of the corresponding aggregate in 1883, nine years ago; not 100 less than in the first six months of 1884, just 110 less than the first half of 1886 and 115 less than in the like portion of 1890. In 1891 the half-year aggregate was 686 larger than for the past six months. In other words, the number of mercantile failures of late has fallen off quite rapidly, and the total since January 1 is smaller than for a corresponding period in three preceding years.

Aggregate debts of failing traders within six months make a like showing, amounting to only \$56,535,521, which is less than any like period since the first half of 1887 and smaller than in any similar half year since 1882, except in 1886 and 1887. A like story may be told of the total assets, \$29,935,103, which is less than any previous like aggregate since 1882, except for six months of 1886 and 1887.—Bradstreet's.

Geo. E. Luckett, the well known tobacco manufacturer, of Hamilton, Ont., has presented a house and lot each to two of his oldest employees, and \$400 to the wife of another.