

The Commercial

WINNIPEG, SEPTEMBER 25, 1893.

IMMIGRATION TO EUROPE.

The present season of immigration presents an exceedingly peculiar feature. It is almost beyond belief that emigration from the United States to Europe exceeds immigration from the old world, but such is declared to be a fact. We have been so used to such an influx of people from the old to the new world, and our ideas as to the great advantages attendant upon life in America in comparison with Europe have become so fixed, that a turn in the tide of immigration is beyond comprehension. Are not the common people of the countries of Europe oppressed and down-trodden? Is not their position there such that life is hardly worth living? In America do we not all enjoy wonderful liberties and advantages, such as the masses of Europe would consider an inestimable boon? Such is indeed the belief of a great many in America, but there must be something wrong about it. When we read that more people are emigrating via the port of New York than are arriving there from abroad, it would seem that there is something wrong somewhere. Are these people flying from our civilization, our enjoyment of liberty and equality, and our great opportunities for advancement, to the despotism and darkness of Europe? or have our ideas been all astray in this matter? Very likely our opinions have been somewhat at fault in this matter. While we cannot but believe that to the masses life in the new world offers the greatest attraction, the comparison has no doubt been over-rated in the belief of the majority of our native-born population. This turn in the tide of immigration should cause thoughtful people to ponder. The countries of Europe evidently have their advantages as a place of residence, and these advantages are evidently considered to be greater than those offered in America, by the people now returning across the Atlantic to their old homes. Love of country is, of course, so strong with some, that they will prefer their native land even under less comfortable surroundings than can be enjoyed under a foreign flag. Sentiment, however, cannot account for the turn in the tide of immigration. The principal cause is, no doubt, the commercial depression in the United States, which has led to the closing of many manufactories, and to the enforced idleness of a large industrial population, who are now being scattered abroad to the countries whence they came.

The statement of an excess of emigration over immigration comes from Dr. Senner, commissioner of immigration at New York, who states that emigration from that port during the past six weeks has exceeded arrivals of immigrants from abroad.

MONOPOLIES AND THEIR RESULTS.

In the popular outcry against trusts and monopolies in the United States the Standard Oil Company received special attention. It was perhaps the greatest and most powerful monopoly in the country. It mattered little

that the price of oil was much cheaper under monopoly than previously. Agitators do not look at practical results of this nature. While THE COMMERCIAL is not favorable to monopolies on general principles, it is a fact that a great deal of rot is talked by agitators who wish to pose as leaders of the people, in the matter of alleged monopolies. Facts, we say, are not taken into account by such agitators. There is no such thing as giving the devil his due in this matter. If only the cry of monopoly can be raised, the yelping pack follow the scent with relentless vigor. Such a thing as reason does not enter into the situation. This is proved by the great amount of criticism devoted to the Standard Oil monopoly in the United States, yet the working of the monopoly gave the consumer cheap oil. It is as certain as anything can be, that the consumer has had his oil very much cheaper than he would have obtained it if the monopoly had not been secured. The methods of this great monopoly were such as to decrease expenses and cheapen production to an extent not possible under competition divided among an army of producers; but cheap oil did not save the monopoly one whit in the popular agitation.

The reduction in the price of burning oil in the United States is most remarkable. In 1861 the oil exported averaged 61½¢ per gallon, in 1871 23½¢, in 1881 8¢, in 1891 6½¢, and in 1892 6¢, or less than one-tenth of the price in 1861. This decrease, great as it is, does not, however, represent the real reduction in the price of oil, as the cost of the barrel is included in these prices. A gallon of oil in bulk cost in 1861 not less than 58¢, in 1892 not more than 3½¢. Discussing the Pennsylvania oil industry an exchange says: "The amount of capital and energy required to establish an industry of such magnitude of course has been enormous. Pipe lines aggregating 25,000 miles in length have been laid, and 9,000 tank cars have been built, which, if forming a single train, would extend 65 miles. Besides these cars and a number of bulk sailing and other vessels, 59 bulk steamers are now employed in transporting the oil to foreign countries. The value of the Pennsylvania oil wells and lands is estimated at more than \$87,000,000, and \$65,000,000 more must be added to cover the value of the plant employed in producing crude petroleum. This does not include the pipe lines, tank cars, the great fields of tankage, the costly refineries, docks for exportation, nor the fleet of bulk vessels carrying the product to foreign shores. The estimate of total capital required for the production, manufacture and transportation of petroleum and its products is said to be not far from \$300,000,000."

THE WHEAT GRADES.

In different ways during the last few years sentiment in the Territories has been displayed against the present classification of our wheat grades. The grading and rules governing the inspection of cereals is under the control of the Dominion department of inland revenue. The official regulations providing for the different grades of wheat classify western wheat as follows:—"No. 1 Manitoba hard, No. 2 Manitoba hard, No. 1 Manitoba northern," and so

forth. These grades apply to wheat grown in Manitoba and the western territories of Canada, and herein lies the cause for complaint by those in the territories who take an interest in the matter. They claim that it is not fair their wheat should lose its individuality and be classified with the Manitoba product. The quality of the wheat grown in the territories, they say, is just as good as that grown in Manitoba, which in a general sense is quite true, the quality being similar in each case. The objection is based on the idea that Manitoba gets the credit abroad of producing all the wheat grown in western Canada, which is exported under the name Manitoba No. 1 hard, etc., and there is no doubt but that the foreign buyer, who purchases wheat grown in the western territories of Canada, bearing the grade of No. 1 hard, etc., would in his mind associate the province of Manitoba with the production of the wheat.

The objection is a sentimental one, but at the same time it is a reasonable one. It is quite natural that the residents of the wheat districts in the territories should desire to have some official recognition of the fact that they produce some of the wheat exported from Western Canada. At the same time it is practically impossible to handle the crop of the territories under a separate classification of grades from that governing in Manitoba. The wheat grown in the territories is of the same class as that produced in Manitoba. It passes through the same elevators and takes the same export route as the Manitoba grain. At terminal and storage points the wheats of Manitoba and the territories all come together and are intermingled together according to grade. Those who are not familiar with the mode of handling the wheat crop may think that the number of grades is a question of no moment with exporters. This is a great mistake. Take the storage question for instance. Suppose now that the wheat grown in the territories was classified under different grades from Manitoba wheat, the difficulty of storage would be vastly increased at terminal points. When the grain reached a Lake Superior port, for instance, it would have to be kept separate from Manitoba wheat of corresponding quality, thus making twice as many separate bins in the elevators necessary, and entailing no end of extra routine work. There are now sixteen or seventeen different grades of wheat to be kept separate, which is a trying task as it is. If separate classification were given for the territories, the number of grades to keep separate would be doubled.

In an article in THE COMMERCIAL of last week, speaking of the opening of a new Canadian export grain port, some remarks were made regarding the difficulties which our grain exporters have to contend with in handling the crop, particularly in keeping the different grades separate. Only a grain snipper has any idea of the trials and tribulations which exporters have been subjected to in this matter of handling the different grades. It is a fact that only two grades of wheat could be exported last winter, as the forwarding and transportation companies would not undertake to handle and keep separate more than two grades. With a knowledge of these facts it is