

of getting goods in. The Canadian is to be in a very bad case, through settlers and their belongings to their en Winnipeg and Edmonton. To the ested observer the redeeming feature is that it is a justification of the business by the MacKenzie & Mann in- tory which most people used to regard as a just frost belt. But though develop- ly clothes, the situation affords no ettlers stuck on the road, with little e, less money for themselves, and dis- ts of getting early on their land.

iciency of rolling stock everywhere. rthern has for a long time had on f cars and hundreds of engines; but ep pace with demand. The excep- ter is responsible, of course, for much y because there was more snow, and re not as competent to clear snow as of half a dozen years ago were; and severe weather, besides making travel excessive proportion of engines and f business. Those of us who had to t more than once during mid-winter n how easy it is for engines to become e thermometer stays below zero and do frequently blow.

ailroads hopelessly out-distance the here is not the faintest sign—the re- n crop from the prairies to the sea- involve congestion, delay, and loss proportion of the community. It is e railways will be able to empty the plus in the three months between the threshing and the close of navigation. al provision will probably have to g wheat. The farmer does not care ranary. The local elevators are full n thousands of farms there is paucity titude of wheat. The farmer is be- ler, the retailer to the wholesaler, the anker, and the banker has to refuse rns over the dearth and scarcity of

sign of coming spring the farmer rain away. There is little chance of cal elevators are still full, and trails he wheat-poor agriculturist will have ummer before he can dispose of his when he ought to be breaking new ops. It is a sin against prosperity for ul his wheat to town during genial are both horns of the dilemma to be rket Record, of Winnipeg, discusses fashions so interesting as to make it produce the article:—

hevan Grain Growers' Association, ting, made two suggestions for over- ulty: one was that the banks should n wheat in local elevators, or even and; and, second, failing that, the Saskatchewan should erect a large elevator at some central point in the h grain might be shipped first, to be rt William as traffic facilities per-

te, of the Canadian Pacific Railway, er proposition, and says that the ound in the building of granaries by r. Whyte says that the interior ter- ould involve two handlings of the car in which it was first loaded might once to Fort William. He also adds grain to an interior terminal elevator rmers no good, because what they

"wanted is to get the money for it, and this could not be done at such an elevator.

"One would not care lightly to oppose the opinion of a man of such wide experience as Mr. Whyte, but as the matter was put by the Grain Growers, there is much to be said for their proposal. In the first place, it would be a necessary condition of the building of a provincial interior terminal elevator that banks would advance money on grain held there as well as at Fort William. If that could not be secured, the elevator, as we understand it, would not be built. Such an elevator would be six, seven or eight hundred miles west of Fort William, according to the point selected, and cars carrying grain to it from Saskatchewan grain fields would be saved a round trip of, say, fifteen hundred miles. Thus the same number of cars would carry much more wheat in the short autumn season to, say, Moosejaw or Regina than to Fort William.

"The farmers have made up their minds that only a portion of their crop is going to be got out by lake before navigation closes, and it is, therefore, a question of storing the grain somewhere west of the lakes. If the attempt is made to carry it to Fort William at once the car service is so inadequate and the distance so great that congestion through the autumn and winter is inevitable for many years ahead.

"In the meantime the local elevators become choked and the farmer cannot team his grain out to his local shipping point during the idle months on the farm, but it remains to be drawn in during the busy times or on the bad roads of spring and early summer. Besides, with the present prices of lumber the building of large granaries would be a real hardship on the farmer.

"On the other hand, suppose the Manitoba and eastern Saskatchewan grain be forwarded to Fort William as rapidly as possible in the fall, while the remaining sections of the country were drained into a terminal elevator at Regina. The return trips would be made quickly, the local elevators would be kept open, and the farmer could get all his grain off his farm before the spring thaws set in. On their own showing of previous years, the railways would benefit immensely. In the past, whenever farmers have complained that their grain was not moved to Fort William before navigation closed, the railways have replied that it would be unfair to expect them to buy enough rolling stock to carry out the grain in three months, and then to have this rolling stock rust idle in the yards for the other nine months.

"That argument is not often heard these days; nevertheless, it has been seriously urged. Keeping that argument in mind, the farmers now reply that this is just what the railways want. The grain is got under cover quickly, the farmer gets his money for it, and the railways, instead of having their east-bound traffic crowded into three months, may spread it over the autumn, winter, spring and summer—practically over the whole year.

"Moreover, railways complain bitterly of having to haul empty wheat cars back from Fort William to the prairies. The new method would obviate this to a greater extent by allowing westbound cars to be filled with coal and merchandise brought up by the lake carriers. The railways are going to have all they can do to keep pace with Western expansion for the next ten years, and so far as easterners can see they should not object to this proposition of the Saskatchewan farmers which promises some relief in the present situation."

THE WEST INDIAN PROSPECT.

A few cynics dismiss the question of closer trade relations with the West Indies with the remark that there is too much to be done in developing Canada to make it worth while to cultivate a market with a few

shirtless negroes. But, as Governor Clark told the Toronto Board of Trade on Tuesday, a nation's foreign trade is a true gauge of its commercial stability. There is any amount of development to be done in Canada; but we can only build up commerce at home by supplying our surplus products to people across the seas. It is as desirable that the products of forest, field and factory should spread into the four corners of the earth as it is for a man to travel so as to obtain the best possible mastery of conditions which affect the spread of civilization, the growth of commerce, and the accumulation of wealth. To be self-supporting is excellent as a means of bringing the whole world to your service. But to be merely self-contained is to become provincial, and to imagine that there is nothing great in existence except what your immediate vision discovers.

The Governor of Trinidad, discoursing upon the West Indian tour of the Canadian Boards of Trade delegates, said he had known Canada for thirty years, and saw our "manifest destiny of becoming the great nation" which should control British interests in the Western hemisphere, and a nation to which those smaller peoples might look for assistance and advice in helping their trade, and perhaps in other ways besides." Mr. J. D. Allan, the Toronto delegate, believes in a future political unity between Canada and the West Indies, and as a step to that end has become an enthusiastic expositor of the possibilities of greatly enlarged commercial transactions between lands widely sundered by the sea and extremely differentiated by racial and climatic conditions. The tendency of events is in both directions. The regular steamer service between Halifax and Demerara, that serves intervening ports, and that was established by Pickford & Black, is one of those essays in Imperialism which, though primarily founded on a five per cent. basis, are still beneficent phases of the growth of a commercial infant among the nations to the full stature of an international trader.

But, in good sooth there are many obstacles to be overcome—which is abundant reason for overcoming them. The greatest is the nearer proximity of the United States to the Islands, and their larger output of nearly all kinds of goods which the West Indies might import from Canada. The advantage in transportation facilities, as well as in mere distance, is also theirs. At Port of Spain, Mr. Randolph Rust, who knows Canada extremely well, and has striven much to increase the importation to Trinidad of Canadian goods, told the delegates that where it took days or weeks to obtain consignments from the United States, it took weeks or months to get them from Canada.

A large proportion of Canadian goods for the West Indies is sent via New York, and, therefore, counts among American returns. Probably under the most efficient conditions of shipment from our Atlantic coasts it would be impossible to deflect most of these consignments from the New York route. But that does not affect the case for much speedier steamers than those which Pickford & Black at present find it possible to run. As it costs very much more to feed boilers than it does to feed passengers and crew, the difference between eight-knot and twelve-knot steamers is no doubt the difference between profit and loss under existing conditions.

Methods of improving by concerted action the present state of commerce with the West Indies should be suggested by the Boards of Trade whose delegates went south. There is no use Boards of Trade sending a joint mission without following up their report by joint action of some kind. An addition to Canadian commercial literature is only valuable so far as it leads to more transactions. The difficulty is in translating general conclusions into specific action.

It is the function of the commercial press to preach sermons on the general principles of business expansion. It is the function of Boards of Trade to see that definite, organized, productive missionary work is accomplished.