

answer the purpose very well in the meantime, and would give this country a competitive outlet to the east, west and south, which could not but prove of inestimable benefit to the city and province. No doubt, in time, a more direct line will connect Winnipeg with Duluth.

At Montreal the greatest importance is attached to the Sault Ste. Marie route, and already the citizens of that place are looking forward to the grand possibilities to be placed within their reach, by the opening of this route, which would make Montreal the summer port not only for the Canadian Northwest, but also for the American Northwest. Montreal would also be the practical terminus of the two Northern Pacific railways, and would become the great outlet for a large portion of the vast grain product of the region through which these roads pass. The extension of the Minneapolis railway to the Sault, which will be accomplished within a year or so, will also take a large portion of the flour product of Minneapolis to Montreal. This would all tend to make that place one of the chief exporting ports of the Atlantic coast.

DULUTH'S GRAIN TRADE.

The *Duluth Daily Trade* gives a very full report of the grain trade of that city for 1886. The report shows that the receipts of wheat at and shipments from Duluth have been the largest in the history of that place. The totals for the year ending Dec. 31 were 22,643,474 receipts, and 18,668,171 shipments. These figures would have been very much larger had there been elevator capacity for handling the grain. As it was, millions of bushels had to be turned away for lack of space. The total elevator capacity of the place is 11,250,000 bushels, or a gain of 1,540,000 bushels capacity over 1885, notwithstanding that over a million and a half bushels capacity was destroyed by fire during the year. Had it not been for this fire, the storage accommodation would have been nearly 3,000,000 bushels larger than 1885. Two elevators of 1,500,000 bushels capacity each are now building, and others are projected, so that it is expected the total storage capacity of the place will be equal to fully 20,000,000 bushels by the close of the present year. Business on the Board is reported to have been good during the year, the estimated transactions having amounted to 600,000,000 bushels. The railway extensions of the Northern Pacific and

Manitoba systems have largely contributed to the result in the increased receipts, and it is expected that with further extensions during the present year, and the increased elevator accommodation, 1887 will bring Duluth to the front as the largest primary wheat market on the continent. In 1886 it has outstripped Chicago, and now stands second only to Minneapolis, receipts at the latter place having exceeded Duluth by about 10,000,000 bushels. The following table will show the gradual growth in the grain trade:

	Receipts.	Shipments.
1886	22,643,474	17,065,171
1885	14,869,675	14,062,775
1884	13,722,930	11,551,582
1883	4,707,803	4,586,908
1882	3,266,242	3,325,498
1881	3,332,176	2,865,556
1880	1,347,079	1,453,674

A very large proportion of the grain received was No. 1 hard, and the balance principally No. 1 Northern. Besides wheat there was very little of other grain received, the total not amounting to more than 150,000 bushels of all other kinds handled. The inference from this is, that wheat is not only the staple, but about the only cereal produced for export to any extent in the country tributary to Duluth.

The table given above showing the rapid growth in the grain trade of Duluth, will give some idea of what may be expected from Manitoba in a few years. Our exports are already larger than those of Duluth in 1882, at which time we were exporting nothing, and importing everything. At the same ratio of increase, we will have about 20,000,000 bushels of grain for export within four years. This furnishes an excellent argument against disallowance, for with such an amount of grain to export and only one railway outlet, our farmers and shippers would be in rather an awkward position, especially when that one road has shown its inability to furnish cars for the present trade, as was the case during a portion of the present season.

It may be stated that this estimate of the expected increase in our grain exports is excessive, but such can hardly be the case. It must be borne in mind that Duluth only receives but a small portion of the grain exports of Minnesota and Dakota, and therefore receipts at that place do not show the total increase in the wheat export, but only serve as an index to the same. Minneapolis has received from one-third to one-half more wheat

than Duluth, in addition to a number of other markets, which have had their quota, and besides these there are a number of railways drawing the grain southwards to Milwaukee, Chicago and other points. This being the case, the total exportable quantity of grain from this province four or five years hence would hardly be underestimated at the figures named.

ANOTHER LAND SCHEME.

Notwithstanding the many protests against the scheme proposed by Sir Lester Kay, of establishing a number of large farms in the Northwest, it would appear that that gentleman has made satisfactory arrangements for prosecuting his plans. A despatch from Ottawa is to the effect that Sir Kay has successfully negotiated with the Interior Department for the establishment of ten large farms in the Northwest, and that he has gone to England to fully organize his scheme. It is said that operations will be commenced in the spring in the line indicated by Sir Lester Kay while here. This probably means that another large portion of the public domain has been given over to a private corporation, and that another landed monopoly will be saddled upon the country, the chief aim of which last scheme would seem to be the establishment of Old Country landlordism in the Northwest. Despite the frequent appeals against this sort of thing, and the oft-repeated statement that the lands of this country should be held for actual settlers, the authorities seem determined to encourage such undertakings as much as possible. However, this free western air does not seem to be at all congenial to the building up of landlordism, and whilst lands are cheap and abundant, it will be hard to find people who will be willing to live in that way. Sir Lester Kay's scheme may result successfully, and thus prove an exception to the rule which has characterized similar undertakings in this country; but past experience in connection with all such enterprises leads to the opposite conclusion. In the United States, where many attempts have been made at corporation farming on a large scale, failure has generally been the result. Similar attempts made in this country have proved anything but successful. Experience has shown that in this country individual ownership of the land and individual farming on a moderate scale is by all odds the most successful; and besides it is greatly to the advantage of the country to encourage the latter mode. These large landed monopoly schemes often result most unsatisfactorily to those interested in them, whilst at the same time, the land is locked up and prevented from falling into the hands of individual settlers.