

The Commercial

A Journal of Commerce, Industry and Finance,
specially devoted to the interests of Western
Canada, including that portion of Ontario
west of Lake Superior, the Provinces
of Manitoba and British Columbia
and the Territories.

Tenth Year of Publication
ISSUED EVERY MONDAY

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The Commercial certainly enjoys a very much larger circulation among the business community of the country between Lake Superior and the Pacific Coast, than any other paper in Canada, daily or weekly. By a thorough system of personal solicitation, carried out annually, this journal has been placed upon the desk of the great majority of business men in the vast district designated above, and including northwestern Ontario, the provinces of Manitoba and British Columbia, and the territories of Assiniboia, Alberta and Saskatchewan. The Commercial also reaches the leading wholesale, commission, manufacturing and financial houses of Eastern Canada.

WINNIPEG, MARCH 21, 1892.

THE STRIKE.

The announcement made on Wednesday afternoon last, that the strike of Canadian Pacific railway employees was over, was received with general satisfaction in the city and throughout the country generally. The duration of the strike on the western division of the railway, with headquarters at Winnipeg, where it was first declared, has been a little less than a week, but in this time it has spread to the Pacific and Eastern divisions, thus bringing over 2,600 miles of the main line of the railway under the strike, besides including the numerous branch lines connecting with the portion of the main line under strike. The trouble was solely between the management and the men of the Western or Winnipeg division, and was confined on this division to the conductors and trainmen (brakemen). The men on the other two divisions were called out by the Order of Railway Conductors and the Order of Trainmen, as a means of assisting the strikers on the Western division. Had the strike continued a little longer, it would, undoubtedly, have extended from ocean to ocean, over the main line and branches of the Canadian Pacific, and would have perhaps also included a number of connecting or affiliated lines of railway. It was a life and death struggle for organized labor, and defeat meant a severe blow to organized labor, not only on the Canadian Pacific, but throughout the continent. Under these circumstances, the rapid spread of the strike is not to be wondered at. The en-

gineers and firemen, who were not directly concerned in the trouble between the company and the conductors and trainmen, were not called out, but it is almost certain they would also have been drawn into the strike, had it continued much longer. The circumstances in connection with the strike, made it almost a straight fight to maintain the principles of organized labor, and the defeat of the striking conductors and brakemen meant the defeat of the same principle which the engineers and firemen, and indeed all organized labor bodies are pledged to uphold. Under these circumstances, it is probable that the members of all the different labor orders, composed of men in the various departments of railway service, would have been called out, rather than that the principle of organized labor should suffer defeat. While the trouble between the company and the conductors and brakemen of the Western division originated over several points of difference regarding wages, the immediate cause of the strike was undoubtedly due to the discharge of a number of employees for their refusal privately to stand by the company, rather than by the labor orders, in case a strike should be declared. This was looked upon by the men as an attack upon the principles of their organization, and precipitated immediately a strike which probably would have come anyway. While the strikers kept in view the differences regarding wages, the principles for which they contended were of vastly greater importance to them than the mere monetary question. The latter affected the local men only, but the principle involved in the strike affected organized labor as a whole.

The early termination of what seemed likely to prove a long and disastrous struggle, is a matter for sincere thankfulness. The management of the company has shown wisdom and moderation, in acceding to the strikers the principle for which they contended, by agreeing to reinstate without prejudice the discharged men. To this important extent the victory rests with the men. On the other hand the men have met the company as it were half way, by agreeing to submit their wage differences to arbitration. The manner in which the strike has terminated is especially gratifying. This was brought about by a committee of locomotive engineers of this division, who acted as mediators between the company and the strikers. The great confidence placed by the management of the company in its employees, is shown by the fact that this committee of engineers will act as arbitrators upon the disputed points, their decision to be final and accepted by all parties to the dispute. Here we have a few employees bringing about a reconciliation and being empowered to act as arbitrators between a great corporation and a large body of its employees in other branches of its service. This is very creditable to all concerned. The employees of the Canadian Pacific company among whom the trouble started, are an intelligent and capable body of men, and their reinstatement in their old positions gives general satisfaction. Considering its magnitude, the strike has been conducted in an orderly manner, and every effort was evidently made by the officers of the orders interested, as well as by the local leaders, to prevent unlawful acts on the part of the strikers.

ALIEN LABOR LAWS.

Parliament has very wisely we think refused to imitate the action of the United States in the matter of alien and contract labor. The discussion upon a bill introduced at Ottawa, by a private member, shows distinctly that the House is opposed to any measure imitating the barbarous alien labor law of the United States. The few in favor of the bill contended that laws in the United States which were an injury or annoyance to this country, should be met by similar measures from Canada. The alien labor law of the republic has been something of a hardship to Canadians along the boundary, who lived in Canada, but worked at least a portion of the time in the United States. We are pleased to see that Parliament has risen superior to the retaliatory spirit, and has refused to pass any small, mean measure, because our big neighbor to the south delights in that kind of thing.

Sheep in Australia.

Sheep farming in Australia has had its ups and downs; but, on the whole, as Sidney Dickinson shows in his article in *Scribner*, the sheep breeders have enjoyed good luck. About the year 1850 over-production reduced prices until fat sheep were sold at a shilling a head; then came the discovery of gold, which drew hundreds of thousands to Victoria and New South Wales to devour the surplus and restore confidence. When the ensuing increase again brought supply and demand into equilibrium, the American war broke out and advanced the price of wool. Later still, when the competition of the Argentine Republic began to be felt, the frozen-mutton industry arose, and again brought sheep quotations to the comparatively remunerative figure of seven and eight shillings per head, where they still remain. There are at this time many sheep farmers whose annual income is from £10,000 to £100,000, and one pastoral king, who owns some thirty "stations" in Victoria, Queensland, and New South Wales, recently informed Mr. Dickinson that his net profit in 1890 was £192,000.

Winnipeg Wheat Inspection.

The number of cars of wheat inspected at Winnipeg for the two weeks ended March, 12 and March 19, 1892, is given below with the grading of the same.

Grade.	Mar. 12.	Mar. 19.
Extra Manitoba hard	1	0
No. 1 hard	4	4
No. 2 hard	78	51
No. 3 hard	58	28
No. 1 Northern	5	2
No. 2 Northern	20	7
No. 3 Northern	1	0
No. 1 White tyfo	0	2
No. 1 Regular	54	35
No. 2 Regular	50	31
No. 3 Regular	10	7
No. 1 Rejected	0	7
No Grade	20	24
Rejected	33	20
Feed Wheat	4	3
Total	340	224

Total inspected for two weeks, as above, 564 cars. Total inspected for the corresponding two weeks of last year, 605 cars.

A committee representing the Toronto Retail Grocers' association called upon all the wholesale grocers of that city and received positive assurance from them that in future they would not sell to ordinary consumers. The association informed them that if they found that any firm had transgressed, its name would be published. It was understood that no objection would be urged to wholesalers selling to large hotels and public institutions, for if the trade here did not supply them the jobbers in other cities would do so.