

flour will be considerably greater than last year, first on account of the abundance of wheat, and secondly, owing to the increase in the milling capacity of the country. At least half a dozen new mills will export flour this season to some extent, whilst the old mills will probably increase their output. Manitoba flour has become thoroughly established in the favor of the people of eastern Canada, and is meeting with a steadily increasing demand in that direction. With the short wheat crop in Ontario, the output from the mills of that province will be reduced to a considerable extent, and this will no doubt keep Manitoba millers pressed with orders.

In other commodities than those specified, the export is steadily increasing. Hides have been exported for some years, and with the increasing cattle industry, the quantity shipped out of the country is rapidly extending. Some wool has been exported from the western ranches of Alberta as well as from Manitoba, and in time the quantity will be considerable. Eggs have also been shipped to British Columbia to some extent this season, and in the near future poultry and poultry products will perhaps form an important item among the minor exportable commodities.

Altogether the value of exports from the Northwest this season will be very large. To say that it will be greatly in excess of former years conveys but a faint idea of the truth. Some who are in a position to judge, think that the total value of exports from Manitoba will not only be double what it was last year, but double the aggregate of the two previous years. With such a favorable showing the immediate future looks bright.

In considering this list of commodities available for export, there is certainly reason for congratulation. The country has certainly made great progress in spite of all the obstacles, artificial and otherwise, which have been in the way. When we think that all these articles now exported, save wheat, were imported half a decade ago, the record is most wonderful. Two, three and four years ago this very city of Winnipeg was supplied with these commodities, mainly from the older provinces. Each year, however, witnessed the last importations of some article, and added something else to the list of exportable articles. It is to be hoped that the future will have even greater attainments in store. There is still much to be overcome, and

when monopoly is abolished, the country will have a fair chance to show what it can do.

### A FRAUDULENT REDUCTION.

The C.P.R. Corporation has again proved its ability to fully maintain the proverbial reputation of monopolies. It is still the same soulless corporation that it has ever shown itself to be. It has been a favorite policy of this monopoly to occasionally announce, with a great flourish of trumpets, some alleged concession, such, for instance, as a reduction in freight rates; but on investigation it has generally been discovered that the "concession" was so hedged in with restrictions as to be practically useless. The Northwest has been treated to a number of such "concessions" in times past, which are still fresh in the minds of the people. It seems that the company has not forgotten its cunning, for the Northwest has lately been treated to another such "concession," which, though of little benefit to this country, will perhaps serve the purpose for which it was intended, namely, that of influencing outside opinion in favor of the company.

A short time ago it was heralded, with a loud blast, that the company had decided upon reducing the wheat rates between Manitoba and Lake Superior. The very exorbitant tariff was to be made a little less so—to the extent of 4 to 5 cents per 100 pounds. Magnanimous corporation! To give such a concession when it had it within its monopolistic power to continue the higher rates in force! The announcement was carried forth by the wires, and soon the world knew of the reduction, which, in the meantime, had grown from 5 cents per hundredweight to 10 cents per bushel. But, like many of the other "concessions" given by monopoly, this last one has proved practically worthless. When it came to shipping grain, it was at once discovered that a few cents had merely been taken off the freight rates at one end of the road and tacked on at the other. The 4 cents per 100 pounds taken off the rate between Winnipeg and Port Arthur, has been almost covered by an increase in the rates from Port Arthur eastward. In other words, 2 cents per bushel has been added to the rate from Lake Superior ports to Eastern points. The exact reduction from Winnipeg to Port Arthur is two and two-fifths cents per bushel; the addition to last year's

rate from Port Arthur to, say Toronto, is 2 cents per bushel; net reduction in grain rates from Winnipeg, two-fifths of a cent.

Now why has this change been made? First, to deceive outside public opinion. Second, to render a comparison of rates on the C.P.R. from Manitoba points to Lake Superior, with rates from Minnesota and Dakota points to Duluth, less damaging to the monopoly road. What does it amount to the Manitoba farmer upon which end of the road the rates are levied? It must come out of his pocket all the same. How much longer shall the Northwest be compelled to put up with this monopolistic outrage? Nothing but the breaking of the monopoly will bring about a change. Do the people of Canada require anything further to convince them of the insincerity of C.P.R. pretensions.

### A BAD STATE OF AFFAIRS.

There is every probability that in a very short time the complete inability of the C.P.R. to handle the exports of this country will be demonstrated. At the present time there are practically no facilities for getting grain out of the country, and with the wheat movement hardly yet commenced, a scramble for cars is going on in all directions. Dealers are complaining bitterly of the inconvenience and loss which they are daily subjected to, owing to the lack of anything like decent transport facilities. A brisk movement on the part of farmers in delivering wheat, would probably result in a complete blockade in less than a week, and owing to the limited storage accommodation buying would have to cease at many points. Even now the grain trade is practically at a stand-still. One dealer was heard to state a day or two ago, that he had orders from the east for over 200,000 bushels of wheat, but he dare not accept any of them, as there was no assurance whatever that the grain could be got out this fall by the lake route. It is said the company are only able to move about 50,000 bushels per week from Port Arthur, which simply amounts to no accommodation at all. The way things are now going, it looks as if it would take a couple of years to move out the present season's crops.

This is a sad state of affairs right at the commencement of the grain movement. One day's deliveries by farmers when the movement becomes general, will amount to a good deal more than the company can handle at Port Arthur in a week. Another independent road is now knocking at the boundary for admission into the province, yet the farmers and shippers of Manitoba must suffer all this annoyance and loss under the rule of monopoly, whilst the Dominion Government is straining every nerve to perpetuate such a state of affairs, in the interests of its master, the C.P.R. corporation.