

North-west a kind of alchemy. The laws of hypochie in this as in other provinces makes the property owners perfectly safe in most cases, and lends encouragement to the practice stated. It is not to be assumed, however, that all, or even a majority of the city's property owners belong to the class described: but personal gain is too apt to make the most scrupulous drift with the movement, which in the end must prove a short-sighted and suicidal policy even for property owners themselves. The commercial and industrial growth of the city is what real estate owners must depend upon for any increase in the value of their property, and ruinous rents such as are now too frequent in Winnipeg must act as a dead weight upon these. Age can sometimes look to childhood for genuine wisdom, and the property owners of the Manitoba Capitol might profit by going back to the literature of their childhood, and re-reading the story of "The goose that laid the golden egg."

ONTARIO AND TARIFF.

The *American Mail and Export Journal* for November, in an article headed "Our Commercial relations with Ontario," makes the following comparison of the trade of that province with Great Britain, and with the United States in 1881:

Imports from Great Britain	\$14,112,000
Exports to Great Britain	6,474,000

Total trade with Great Britain	\$20,586,000
Imports from the United States	\$17,466,000
Exports to the United States	20,063,050

The same article contains an amount of pleasing vituperation against Canada and Canadians, worthy of some insignificant western country paper rather than a leading American trade journal. The cause of all the spleen is evidently the fact that the present Canadian tariff system gives to the Dominion an advantage which throws the balance of trade with the United States in favor of the former. After asserting that Ontario is commercially a portion of the United States; that, shut out from United States markets the province would only be an isolated portion of the Dominion, and belaboring Canadian protective ideas generally the writer finishes up with the following patronizing bluster:

"As we said before, the puerility and insignificance of the press of Ontario, and of the 'public voice' which it is supposed to express, should not be relied upon for continued impunity. We should rather hold the closest and

friendliest relations: homogeneous relations, in fact—with all peoples on this continent; but when they cast reproach upon the spirit and embodiment of Americans, they become as vipers fang the bosom which warmed them into life.

For these reasons we trust that our next Congress will take up this question of our commercial relations with Canada and place our exporters on equality with the Canadian exporters. We should prefer a hundredfold to deal directly with England, and show her special favors, in the lines of imports, if such a thing were possible, than to permit Ontario to flood our markets with her products, the while her press and people are full of bitterness against us.

An American trade journal which asks for a protective tariff, and maligns another country for adopting a similar policy is probably one of the best instances on record "Satan reproving sin." The commercial legislation of the United States for the past twenty years has shown more dishonest selfishness than can be found in that of any constitutional nation in the history of the world; and Canadians in adopting a protective policy are only taking a lesson from Americans and taking care to leave the dishonest portion out.

AN ELEVATOR SYSTEM.

We made a plea for an elevator system for Winnipeg some weeks ago, and it seems like importunity to again refer to the subject, but the grain business of the past week makes the re-opening of the question imperative and affords a clear proof of the necessity for taking prompt action in the matter.

During the past few weeks grain shipping to the Atlantic seaboard has been possible and paying, owing to reduced freight rates between Saint Paul and Chicago, which made through freights 10c per 100 pounds less than formerly. The consequence has been that a quantity of wheat has been shipped from the province, beyond what was anticipated, and quite a firm tone was given to the grain markets of Manitoba. With the opening of the present week this advantage in freights is likely to cease, and the old rates, or at least a material advance upon those of the last three weeks are likely to be put in force, and as a natural consequence shipping from the North-west will not be possible at present prices.

The alacrity with which the grain shippers of this city took advantage of the recent cut rates is proof of the surplus wheat which is this winter held in

Manitoba, and with the increased farming operations that will be carried on next season, the surplus next winter will be much greater. At present rates wheat has to pay 62c a bushel freight from Winnipeg to New York, even taking into consideration the cut mentioned. Such freights are certainly burdensome upon agriculturists in the North-west, and while they exist must make wheat raising a poor paying undertaking at anything like the Eastern prices of the present season. There is a hope held out of lower freights by the opening of the Thunder Bay route next summer, but this route will be closed for winter before any great portion of the North-western crop of 1883 can be shipped, and shippers will then be at the mercy of railways running through the United States, and to the 62c rate, if not a higher. The inference to be drawn from this is very plain. Some system of grain storage for the crop of 1883 is necessary to enable the country to reap the benefit of cheaper transportation, and a glance at the map of the North-west shows that Winnipeg is the point where that system should be centered. One milling company is making arrangements for the construction of an elevator of 100,000 bushels capacity, but this is altogether inadequate to what the storage demand will be, and a company organized specially for the purpose with ample capital to meet the demands of the country is an absolute necessity. A charter has already been granted to one company for warehousing purposes, which could be easily amended and the capital extended to overtake the necessities of the case; but if it is not sufficient a new charter can be easily secured for such an object.

It is high time some movement was set on foot in this direction, otherwise the farmers and grain dealers of the North-west must ever remain at the mercy of grain speculators in the East, and extortioning railway managers.

THE *Chicago Tribune* in an article on grain prices has the following: "Great crops have never been harvested and brought to sale in the United States with a more general feeling of business mistrust, than exists this fall and winter. Prices of breadstuffs have strengthened in Liverpool when there was no response in Chicago. Exports from the Atlantic ports have fallen off, but supplies afloat and on their way to the United Kingdom have increased. In other words while present prices do not tempt farmers to sell in Chicago, they satisfy those who sell at Odessa and San Francisco.