

The Commercial

WINNIPEG, JUNE 24, 1895.

THE REFRIGERATOR CAR SERVICE.

The Canadian Pacific Railway Company will establish a refrigerator car service on the Prince Albert branch. The first car will leave Prince Albert on June 20 and every second Thursday thereafter, and will run through to Moose Jaw, where connection will be made with the car for British Columbia points. There are now three creameries on the Prince Albert branch, besides which a considerable quantity of dairy butter is made in that section, and the company is anxious to do everything to further the dairy interest.

In connection with the refrigerator car service we may state that the company is greatly disappointed with the patronage they have received on the Deloraine and Glenboro branches. The amount of produce shipped by the refrigerator cars on these two branches is so small that the company may be obliged to withdraw the cars altogether. There is plenty of produce along these branches, but many of the merchants have been shipping by ordinary freight, rather than pay the small extra charge of 10 cents per 100 pounds for the refrigerator cars. This, we think, is a great mistake. The company has established an excellent refrigerator car service this year, every line in the country being covered by such a service, and we think it is in the interest of country merchants to encourage this service. Produce dealers in the city all recommend country merchants to ship by the refrigerator cars, and they much prefer to have produce come in that way. One warm day in an ordinary freight car is often sufficient to greatly reduce the quality of butter. If we are to build up an important dairy interest in this country, our producers and shippers should make use of every means in their power to market a fine quality of goods in the best possible condition. The Canadian Pacific and the the Manitoba and Northwestern railway companies have done what they could by establishing refrigerator car services over their lines. Without this service butter and some other products cannot be shipped to good advantage in the summer season, and it certainly seems a mistaken policy for some country shippers to neglect to avail themselves of the advantages offered by the railways.

LIVE STOCK MARKET FOR WINNIPEG.

The movement inaugurated by the Winnipeg board of trade looking to the establishing of a regular live stock market here has been received with unusual favor throughout the country. The board sent out a circular announcing that a meeting had been called for June 18th, and inviting any persons interested in the matter to attend. In reply

to this circular a large number of letters were received from parties who could not attend the meeting, but who were so favorably impressed with the proposal that they wrote expressing their complete approval of the enterprise. Several of these letters came from parties living in eastern Canada, some of whom are interested in the live stock trade and who promise to send buyers here as soon as a regular market could be established. Other letters came from Manitoba farmers who would like to see the market established, so they could ship carloads of live stock to Winnipeg for sale. Other letters came from country dealers and ranchers, and they were we may say all very favorable to the establishment of a regular live stock market in Winnipeg.

Winnipeg, we may say, has really no live stock market at present. A large number of animals, it is true, are handled through the stockyards here every week, but these animals have been previously bought up in the country for export, and they are merely fed and rested here, or sorted over, before sending east. The idea of establishing a market here, is to have the animals sent in here for sale on stated days, instead of having shippers go to the country to buy up the animals. At present, if a shipper wishes to make up a train load of cattle for export, he is obliged to go out into the country and hunt up the animals. This is an expensive plan, and it keeps buyers away. If the animals were shipped in to a central market on stated days, all the buyers would have to do would be to be present on the appointed days. One day each week, or perhaps two days each month would answer at the outset, and as the trade increases the regular market days could be set at more frequent intervals. The regular market days would be known all over the country, and farmers, ranchers and country shippers would be on hand with their stock, while exporters and other buyers would be here to pick up what they required. At Toronto and Montreal two days each week are known as live stock market days, and large numbers of animals are shipped in on the regular market days at each place.

Winnipeg is a very unsatisfactory market to ship stock to at present. There is practically no competition so far as the local trade is concerned. One country shipper in his letter in reply to the board of trade circular, forcibly expressed his opinion of the Winnipeg live stock market as "the meanest market on earth." What is wanted is outside buyers, and outside buyers will not come here unless they know that they will be able to buy what they want without scouring the country to look for stock. The board of trade now has the promise of eastern buyers that they will come here if a market is established.

It may seem a little premature to think of establishing a regular market here, but we believe it is not too soon to begin to consider the matter at least. Winnipeg is bound to become a large live stock market. An export trade is now being done in cattle, hogs, sheep

and horses. The export cattle and hog trade has expanded rapidly, and promises to be larger this year than ever before. In a few years a very large export trade will undoubtedly be done here. With the steady growth of the city the requirements of the local trade are also growing. It seems, therefore, time to begin to prepare for the future. At any rate, very little can be done this season, but an organization could be effected and preparations made to be ready to establish a regular market by the opening of another shipping season. It might even be found desirable to have the market established before the present season closes, if proper arrangements could be made in time. The season for the shipping of grain fed animals is now over, but the season for shipping grass cattle is just about opening, and if arrangements could be made with the Canadian Pacific Railway company to use their stockyards here, regular market days could be established here in time for a considerable share of the present season's trade. However, whether a live stock market is established here now or at some future date, we are sure to have a large market here in time.

In connection with a live stock market the packing industry may be considered. Pork-packing is a growing industry here, and canning meats and possibly vegetables, might be made a profitable industry. There would be no difficulty in obtaining a supply of the raw material, and the home consumption is growing. At any rate, these matters are worthy of careful consideration, as affecting the development of our resources and the welfare of our country.

EXPERIMENTAL FARMS.

We have received the annual report of the Dominion Government experimental farms for 1891. This is a volume which should be in the hands of every progressive Canadian farmer. A vast amount of labor and considerable expense is entailed in gaining the valuable knowledge which is given to the public in these annual reports. This work is carried on for the benefit of the farmers, gardeners, stockraisers, etc., of the country, and in order to gain the full advantage from the same it is necessary that those interested should secure these annual reports and study them carefully. By doing this each individual farmer can have the benefit of all these experiments, carried on at a large expense, just the same as if he had personally looked after the experiments. Every feature of interest is so closely watched and reported so plainly that there is no difficulty in gaining much knowledge from the experiments. In fact each annual report of the experimental farms should be worth a great deal to every farmer, and should be the means of saving him as well as making him money. Though every farmer can do a little experimenting on his own account, very few farmers have the facilities or can afford the expense of going into experimenting to such an extent as is necessary to discover the requirements and features of cultivating the