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cents per bushel, in small lots, which would not permit of shipments from here, on account of the long railway haul and high freights. However, if those who have onions can hold them in good condition until spring, they may be more valuable. Onions are alleged to be a wonderfully healthy article of diet. A physician says: "I always have boiled onions for dinner for the benefit of my children. They are the best medicine I know of for preventing colds. Feed onions raw, boiled or baked to the children three or four times a week and they will grow healthy and strong. No worms, no scarletina, no diphtheria where children eat plenty of onions every day." If half of this is true, the local consuming public should take advantage of the large supply of cheap onions and make them a staple article of diet.

VERY disquieting reports have come from Europe of late regarding the situation in Turkey and China. All sorts of rumors have been in circulation regarding wars in which Great Britain would be involved. It has been asserted that Great Britain has been isolated from all the other powers and would have to stand alone in the event of hostilities. These rumors may be taken with a good deal of salt, but at the same time it cannot be denied that a great deal of jealous envy of Great Britain prevails, particularly on the part of France and Germany. Britain's commercial supremacy is the cause of this feeling, and the two countries named being her principal commercial competitors it is not to be wondered at that they frequently show their teeth. In Germany particularly any ill-will toward Great Britain which exists is due mainly to commercial rivalry. The German press has growled considerably of late about the continual colonial expansion of Great Britain, and this expansion is looked upon as a menace to German trade interests abroad. In one sense, however, these countries have little ground for complaint in the matter of the extension of British colonial possessions. The British free trade policy is applied to her possessions, while in the self-governing colonies the mother country receives no commercial favors which are not open to all nations. Foreign countries, therefore, have access to the British possessions on equal footing with the British commercial interests. This liberal trade policy has not been the plan followed by other nations, who have endeavored to exclude foreign trade from their colonies by arbitrary and restrictive laws.

Grain Trade Gossip.

The report that the New York Commercial Bulletin had stated that Manitoba wheat was selling in that market at 4 cents under Duluth wheat, turns out to have been an error, after all. In a late issue the New York paper corrects the impression that had gone abroad. In this connection the Commercial Bulletin says: "A paragraph from a well known exporter appeared in this paper recently in regard to the preference given Manitoba wheat by shippers claiming there was 4c per bushel in their favor over Duluth wheat. This has been misconstrued by the trade and Canadian papers to mean that the former were selling that much under the latter. This is not the case. No. 1 hard Manitoba,

which is quite equal to No. 1 hard Duluth, is, and has been, selling here within 4c per bushel of the latter. No. 2 hard Manitoba, which is equal to No. 1 Northern Duluth, has been selling at 2 to 1c under the latter in this market." From this it appears that the paragraph which the Eastern Canada parties (who are always trying to get a slap at the Manitoba grades) seized upon so vigorously to decry Manitoba wheat, was entirely misconstrued, and the New York paper itself corrects their statements. The Commercial Bulletin says that the Manitoba grades are quite equal to Duluth. It is not surprising, however, that Manitoba wheat should rule a shade under Duluth in New York, even for the same quality. The Commercial has several times explained the reason of this, namely; that Manitoba wheat, being in bond, can be sold for export only, while the New York buyer of Duluth has the option of either the home or export markets. This advantage in favor of Duluth is sufficient to give Duluth grades a premium over Manitoba, though in point of equality the two grades ought to be exactly equal. In this connection we might say that the last issue to hand of the Liverpool Corn Trade News, quotes no less than five sales of No. 1 hard wheat, in which the seller had the option of delivering either Manitoba or Duluth wheat on the contract at the same price, thus placing the two grades upon a par in the Liverpool market.

If the demand from Ontario millers for Manitoba wheat is to grow to very large proportions there will be need for more elevator room at convenient Ontario lake ports. This year there is a great scarcity of grain storage room for Manitoba wheat at Ontario ports. Owing to the larger shipments of Manitoba wheat to Ontario this year, all the elevator space at available ports has been filled up. In order to take advantage of the lower lake freight rates it is desirable that wheat intended for the Eastern Canada trade should be shipped before the close of navigation to eastern points, where it can be held in storage and supplied as required to eastern millers. This year shipments of Manitoba wheat to Ontario would have been much larger if storage room had been available there. The largest public elevator in Ontario, available for Manitoba wheat, is located at Owen Sound and is owned by the Canadian Pacific Railway Company. The capacity is about a quarter of a million bushels. There are smaller elevators at Midland, Sarnia and other points. The Canadian Pacific Railway Company have 1,200,000 bushels elevator space at Montreal, but this is too far east to be very valuable for the Ontario milling trade, as the wheat would have to be shipped through to Montreal and then shipped westward again when wanted by the mills, as the principal milling demand is from points west of Montreal.

The difficulty regarding the exportation of wheat from Manitoba, after the close of navigation, has been considerably modified by recent advices received. Three weeks ago The Commercial stated that Winnipeg exporters had been notified that only three grades of wheat would be received by the railways running into New York, for export via that port. Correspondence was at once opened by the Winnipeg grain exchange, through the medium of the Canadian Pacific Railway Company, with the New York roads, with a view to securing arrangements, if possible, to ship a larger number of grades. These negotiations have resulted very successfully, and the New York roads have now agreed to furnish transportation and elevator facilities at New York for handling eight grades of Manitoba grain. On receipt of this information

a meeting of the Winnipeg grain exchange was held and the following grades of wheat were named for export via New York, after the close of navigation: No. 1 hard; No. 2 hard; No. 3 hard; No. 1 northern; No. 1 frosted; and No. 2 frosted. Two grades of oats were also named as follows: No. 2 white and No. 2 mixed. The necessity for selecting a certain number of grades for export is owing to the fact that bonded storage facilities cannot be provided at New York for a large list of different grades. With facilities for eight grades, however, the Winnipeg export trade will be in a much better position to ship wheat this year, after the close of navigation than it was in some past years. In addition to shipments via New York the Canadian Pacific Railway Company has announced that they expect to be able to make liberal arrangements shortly for the exportation of Manitoba grain all rail via Boston. This improved situation has caused much satisfaction in local grain circles, by opening the way to a good export business by all rail routes, after the close of navigation.

The season of navigation is drawing to a close and grain exports from Manitoba will either have to cease until next spring, or be made all rail through to ocean ports, subject to higher freight rates. Through all rail freight rates for this year have not yet been announced, but there is a strong feeling in local grain circles that the railways should strain a point this year to make a substantial reduction in freight rates. There are special reasons why an extra effort should be made to secure lower export freight rates this winter. The first is the low price of grain, and it is felt that the railways might share something with the farmers this year by making a special rate. The second important reason is the large quantity of low grade grain. Under the most favorable circumstances the grain would have to be sold at a comparatively low price, but with the choicest grain bringing very low prices in British markets, the low grade grain is risky stuff to handle at very much lower prices. Every little helps, and a good reduction in freight rates would help the producers who hold low grade grain. Still another special reason for an effort to secure lower rates is found in the probable insufficiency of elevator space here after the close of navigation. If a liberal all rail export movement can be kept up after the close of navigation, the danger of an elevator block will be largely removed, and it is, therefore, specially desirable that something should be done to encourage export shipments during the winter. The best way to do this would be to reduce through winter freight rates. At a meeting of the Winnipeg grain exchange last week the question of freight rates was discussed and a committee was appointed to wait upon the Canadian Pacific Railway authorities here to see what prospects there were for securing a lower rate.

The reason that the New York railways have agreed to provide facilities for handling a larger number of grades of Manitoba grain this winter is perhaps due to the expectation of limited exports from Eastern Canada. The New York roads are providing bonded storage facilities for fifteen grades in all of Canadian grain, but seven of these grades have been allotted to Eastern Canada grain, leaving eight grades for Manitoba. As wheat is held far above export values in Ontario there will be no wheat to export from there, hence Ontario shippers will not want space for so many grades at New York as in past years.

The Winnipeg Free Press, in referring to a Winnipeg divine, heads the article "Full 20 Years." This is the most prolonged jamboree we have yet seen reported, but it is a shocking way to speak of a clergyman.