

over that quantity has been secured. But these are only isolated cases, and by the system of taking districts 52 is doubtless the maximum yield.

The Department Report makes some comparisons with States of the American Union, which are decidedly favorable to Manitoba. The average in Minnesota is 17 bushels, in Wisconsin 14, in Pennsylvania 15, and in Massachusetts 16. To these we might add some other spring wheat raising States, such as Iowa with 13 bushels, Milwaukee with 14, and Kansas with 11. Even the winter wheat raising States of Ohio and Indiana average under 20 bushels, and Ontario 18 bushels of winter, and 11½ of spring wheat.

It is unnecessary to say much about the quality of Manitoba wheat, compared with other portions of this Continent. Minnesota and Dakota are now the only portions of the United States where the hard bald grades of spring wheat can be successfully raised, and it is only in the extreme northern portions of these that the Minneapolis grade of No. 1 hard can be produced. It is, therefore, only a question of a few years until the Canadian North-West must have almost a monopoly in the raising of hard spring wheat. A country which can maintain an average of 29 bushels per acre has certainly exceptional advantages over those who can only secure half that quantity, and the rapid settlement of the country for a few years to come will demonstrate, even to those who are slowest to believe so, the folly of other portions of America to continue competition in this branch of agriculture.

We are in receipt of a communication from Mr. G. B. Brooks of this city, on the question of a national currency. Unfortunately it was received too late for publication in this issue. The letter is a lengthy one, and as we are anxious to have such important questions freely discussed, we shall publish it in full in our next issue.

In our notice, on the 3rd inst., of the dissolution of Baker & Harris, forwarders, Emerson, we named the new firm Baker & Champion, instead of Harris & Champion, as it should have been. *Monetary Times* please copy this also. Such mistakes will occasionally occur, and we are only too pleased to have the opportunity of rectifying them.

Rope and Twine Manufacture.

The crop reports of the present year show that in a few districts flax raising has been tried, and in every instance the trial has been a success. As in all new countries of this Continent flax is raised only for the seed, and the stalk is allowed to go to waste as an article of no value. The straw from wheat, oats, barley and other cereals is of some use generally to the farmer, especially if he has any stock to provide for during the winter. The straw of flax, however, is perfectly valueless to the agriculturist, and has to be burned to get it out of the way. Now the destruction of this straw is a matter worthy the consideration of parties interested in manufacturing progress. No person would as yet be bold enough to attempt the manufacture of any class of linen goods, but the waste straw of the flax could be easily manufactured into rope or twine, and the expense in starting a factory of that class is comparatively small compared with the value of manufactures it could be made to turn out. The local demand for ropes is certainly not great, but in twine it is heavy and ever increasing. The scarcity of labor will compel farmers for many years to use self-binders for harvesting, and indeed it is questionable if this class of machines will not still be most generally used throughout the North-West. The demand for twine for these must soon assume large proportions, and a supply near where it is used would no doubt be very acceptable even to machine manufacturers in the East. The twine used during the present year by one manufacturer of harvesters, we are credibly informed, would make a double band around the world. Astounding as this statement may seem, even that length will be insufficient for the demands of the North-West alone in a very few years at the present rate at which the country is being developed. A twine factory is therefore worthy of the consideration of parties looking for a manufacturing investment.

Two Tracks from Winnipeg South.

The line of the C. P. R. up the west bank of the Red River to Snuggler's Point is now laid with iron, and next week regular trains will be run upon it connecting with the St. P., M. and M. at the point named. The new route will pass through Grafton and other thriving towns of Dakota, and will cross the Red River again at Grand Forks. At Crookston, Minn., it will again unite with the main line of the St. P., M. and M., while from Grand Forks south by the west side of the river a route will be opened via Fargo and Moorhead, joining the main line at Glyndon. Trains leaving Winnipeg in the morning will go by the west bank route, and those leaving in the evening by St. Vincent. Parties wishing a view of some of the finest portions of Dakota can secure the same by travelling over the new route, and a clear track to Fargo will now be open without the annoying change at Glyndon so much complained of.

To passenger traffic this new route will be a valuable addition, but for freight purposes it

will be even more useful. There has long been a complaint about having only one road over which all the goods for Manitoba had to come Northward, and that it was altogether insufficient for the great amount of traffic over it. This new route will give a second line from Glyndon North, and thus enable the managers of the St. P., M. and M. to overtake the great increase to freights which this winter will develop, while it will supply a track which is by no means so liable to snow blocks as the one along the east bank of the Red River.

Even people who cry for railway competition into Manitoba will get a portion of their desire, as goods can now be shipped as far as Fargo over the Northern Pacific and thence over the St. P., M. and M.

Altogether the new route will prove a great addition to the railway facilities of Manitoba.

The long-promised electric light illuminated the city for the first time last night, and shone with all the brightness that could be expected.

The Rock Island Company are determined to secure their full third of the traffic in the formation of any pool, and to this arrangement both of the other companies object. The cutting of freight rates has not yet progressed much, but this will probably soon become more marked.

The railway war between the Chicago, Milwaukee & St. Paul, Chicago & Northwestern and Albert Lea lines still goes on, and passenger rates between Chicago and Minneapolis come in for the heavy share of the cutting. One line has issued tickets as low as \$5 during the week, and it is rumored that lower figures will yet be made. The war promises to be a long and bitter one, and the managers of the different lines will get tired before the travelling public will.

Misfortune seemed to attend the excursion train which started from this city for Morris on Friday morning last. Owing to blockage in the yards she did not get across the Assiniboine bridge at St. James's before 11 o'clock, and when about 12 miles on her journey the tender got off the track, which caused another delay. The passengers reached Morris about 4 p.m., hungry as wolves, and started on the return journey about 8 p.m., reaching Winnipeg shortly after midnight.

The case of the City of Winnipeg against the North-West Transfer Company, which was brought before Colonel Peebles on Wednesday morning, was one of great public interest. The City call upon the Company to pay a license for each of their teams, as regular teamsters do. They contended, in defence, that they were merely employees of the C.P.R., and were not plying for public hire, while the terms of the city ordinance would compel them to go at the call of any person if their teams were licensed. The ordinance of the city is imperative that every wagon should be licensed, and leaves no room for exception. Colonel Peebles reserved his judgment until Saturday, but on that day again deferred the matter, and up to our going to press had not rendered any decision. The case is of great public interest, and the judgment of the magistrate will be eagerly waited for by the business public.