

The Commercial

WINNIPEG, SEPTEMBER 16, 1884.

GRAIN INSPECTION.

It is now a settled fact that a system of grain inspection will be maintained during the coming winter and thereafter both in Winnipeg and Port Arthur, and the hard wheat of the Canadian Northwest will no longer have to seek a grade in United States markets. The selection of an inspector in both instances gives assurance that in neither places will the work of grading and inspection be entrusted to incompetent parties, as the parties selected for both Winnipeg and Port Arthur inspectors are men of wide experience in grain matters, and worthy of the trust which will be reposed in them in their office. Still, it is not out of place to weigh carefully which of these appointments may be considered that of the people of Manitoba, and which inspection should have the confidence of all in this province.

Of late we have heard many arguments in favor of both of these systems of grain inspection, and even from those who pretend to be actuated only for the benefit of Manitoba agriculturists, statements of a disparaging nature regarding Winnipeg have been made. It would be well for farmer and merchant, miller and grain shipper here to know in what manner and by whom these inspectors are appointed. The grain inspection act of the Dominion places the selection of a grain inspector in the power of a city Board of Trade only, said inspector to be examined as to his competency for the office by a committee of five members of the Board connected with the grain trade, and on their certificate and the Board's recommendation he is appointed by the Department of Inland Revenue. The Board of this city have complied with all these requirements, and the appointment of their nominee may be received from Ottawa any day. On the other hand, the C.P.R. managers, to comply with the Inspection Act, have been compelled to call in the aid of an Ontario Board of Trade, namely, that of Toronto, as Port Arthur, their point of inspection, is in that province. Their inspection, therefore, is an Ontario one, and cannot on any ground claim connection with, or authority from Manitoba

or the Northwest. It is an Ontario arrangement, unauthorized from Manitoba, and established in direct opposition to the interests of the province, and to suit the convenience of the C.P.R., and serve as another buttress to their railway monopoly here. That the Board of Trade of Toronto acts with the best of intentions in thus playing stool pigeon for the C.P.R. we will not question, although we may remind that Board that they have received no favors from the C.P.R. heretofore and, if it had been possible for that Company to avoid asking the aid of Toronto in the matter, no Ontario Board would have selected their inspector.

If there was no point at issue in this matter of grain inspection but the question of who should have the power of selecting an inspector, there could be no choice left to the people of this province as to which inspection would best represent their interests. The Winnipeg Board of Trade is composed of men who have a stake in this country, and who are dependent upon its progress for their own success, and might in consequence be expected to stand by the rights of the country they live in. The Toronto Board of Trade is composed of men who, with few exceptions, have neither stake nor interest in Manitoba, except for what profit they can squeeze out of it. Were it possible, therefore, for grain inspection to be manipulated so as to benefit Ontario to the injury of Manitoba, it might very reasonably be supposed that the Port Arthur arrangements would tend in that direction. Manitoba has suffered enough in the past by having its interests made subservient to those of Eastern Canada, and we will have a remarkable exception if Port Arthur grain inspection does not prove an additional power for carrying out this unjust policy; and Manitobans who upon any plea support it, and condemn a home inspection, should be looked upon as the worst kind of traitors to the interests of the province they live in.

It is well that Manitoba is not without a little power in this matter of grain inspection, otherwise we should be compelled, when we wanted to export grain by a southern route, to send it to Port Arthur for inspection, and bring it back over the same line to Winnipeg. Yet one of our Winnipeg daily papers lately asserted that it mattered little whether inspection took place here or at Port Arthur.

Time will tell which of these two inspections will prove of most value to those whom they most concern. In the meantime a guess might be made whether the one established in this city to protect the rights belonging to Manitoba, or the one in Port Arthur, established to suit the convenience of and aid a gigantic railway monopoly in crushing competition, can best guard the interests of the people of this province.

NEW BUSINESS VENTURES.

With the return of prosperity in the Northwest we are likely to have any number of men of limited capital looking for business locations throughout the country, and already not a few are casting their eyes around for points at which to hoist their shingles. It is only natural that such should be the case, and if we can only select the proper class from the number who are thus on the outlook the country will undoubtedly be a gainer thereby. Past experience, however, has taught us that we are as likely to recruit the ranks of our business men from the unsuitable class, and secure an addition to our trading institutions, which we would be better without.

In the reckless boom days, when indiscriminate credit was the rule with almost all classes of business men, the number of worthless traders who managed to get into business was something unheard of. Every unsuccessful merchant from the east, who had funds enough to reach here, and cheek enough to ask credit, found a chance to make fresh blunders at the expense of his creditors, and the results of the past two years in insolvencies have proven how easy it was for them to do so. When we can find an instance of a merchant starting in Winnipeg on a capital of less than one hundred dollars, and reaching insolvency, or rather an assignment in a little over a year with liabilities of over \$10,000, we can form an idea of the wide field that existed for business incompetency and rashness. It is not likely, that for many years to come at least, such a state of affairs will again be reached, but with the return of prosperity there is certain to be a relaxing of the stern usages of the past year, which have brought about in so short a time a state of safety in trade generally. Inquiries regarding the financial strength, previous business record and ability of new applicant