

## EXPORTING GRAIN.

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was being shipped largely in straggling car load lots to New York, where Canadian grades were not recognized, and where it also appeared there was lack of adequate storage facilities. The plan of trying to preserve the identity of individual shipments of Canadian grain, instead of putting grain in common storage according to grade as fast as it arrived, soon led to a lockade, and resulted in a complete closing out of Canadian grain for export via that port for a season.

The New York railroads have lately taken up the matter, with a view of arriving at some plan by which Canadian grain can be shipped to New York for export, without encountering the difficulties of the past. The railroads of course are anxious for the traffic, but it is necessary in the interest of both the railways and shippers, to have the system simplified. The root of all the trouble is the grading of Canadian grain, and it seems that it will be necessary to have our grain going to New York for export, inspected at that port, under the rules of the New York Produce Exchange. Under an arrangement of this kind, as fast as the cars of grain arrived, they would be inspected and graded by the regular inspectors at that port, and then the grain could be placed in store in bonded bins, according to grade, until exported. Shippers would not get the identical wheat shipped by them, but they would get the same grade.

Some grading system at New York for Canadian grain seems necessary, as it is absurd to think of preserving the identity of every car lot of wheat. Our shippers, however, object to having their stuff graded at New York, for one reason owing to the delay in receiving returns from that place. Cars of grain would sometimes be weeks on the road, and they would have to wait that time before they would get their certificates of grade, and in the meantime they would not be able to sell the wheat on grade. Local shippers are in favor of having the wheat inspected at Winnipeg, and then shipped on to New York, where it would go into common storage as to grade, in accordance with the certificate of grade given at Winnipeg. Canadian inspection would thus be preserved, and the shipper would know for a certainty the grade of his wheat long before it reached New York, instead of having to wait for a report from that place. There is this argument against storing in New York on the certificate of Manitoba inspectors, that grain will occasionally go out of condition in transit, in which case it would not do to bin the grain at New York in accordance with a certificate of grade given at Winnipeg. It also appears that New York elevators will not be responsible for weights, unless the grain is inspected there, while a further argument in favor of grading at New York is, that a saving of  $\frac{1}{2}$  cent per bushel would be made, as compared with expense of handling there in preserving the Canadian inspection. It is understood that if it is arranged to grade our grain at New York, Canadian grain arriving at that port will be graded by the New York inspectors, in accordance with Canadian grades and upon the

basis of Canadian standard samples, which would be supplied the New York inspectors. A meeting will be held at New York on October 19, to consider a plan for exporting Canadian grain via that port. Representatives from the Winnipeg grain exchange and the Toronto and Montreal boards of trade have been invited to attend and confer with the New York railroads and others interested in the matter. It has been proposed at Montreal to have a resident Canadian inspector at New York, to look after arrivals of Canadian grain there. Such a plan, however, might not meet with favor from the authorities there.

## CHOOSING A NAME.

Some papers in the United States have brought up the question of choosing a name for their country, in connection with the celebration next year of the discovery of America. The United States has lived as a federated republic for over 100 years, and yet it has had no name by which its citizens can be properly designated. The general term "American," is not a correct word when it is intended to refer solely to a citizen of the republic. Were the whole of the continent of North America incorporated in the United States, the word would still be misapplied. America is the name of the continent, and the continent includes the various independent countries of South as well as North America. For any one nation in America to try to monopolize the word American, is not only foolish, but misleading. It gives a double meaning to the word which it never should have been given. The idea of choosing a name for the republic, by which its citizens can be properly known, though a little late in being brought forward, is a good one.

## Mr. Ogilvie's Trip.

W. W. Ogilvie, head of the Ogilvie Milling company, returned to Winnipeg from the west last week, accompanied by F. W. Thompson.

A Free Press reporter Mr. Ogilvie said: "I have just returned from a trip over the western and south-western districts of the province. I was very much impressed with the improved manner of the stacking, and in many places found a large percentage of the wheat threshed and safe from the weather."

"I have never seen at this season of the year so much fall plowing, which should make seeding operations next spring much earlier than usual. Many districts report a much larger acreage prepared for crop, showing an increase in some localities of over 30 per cent."

"This being my first trip over the Souris branch since its completion I was agreeably surprised with the character of the country. The quality of the wheat crop this year is better than I expected, and the condition could hardly be better. The deliveries are becoming quite heavy at the larger stations, averaging 10,000 to 12,000 bushels per day each. The almost complete absence from frost was one of the pleasing features of this visit. I was also particularly impressed with the amazing rapidity with which towns have sprung up on the Souris branch, many of these having already a population of 400 to 500 families, all within the space of one and a half to two years; in fact many of these houses and stores would do credit to older and larger eastern towns."

"I know of no country so well supplied with elevators, there being on an average three to five at almost every station, which makes desirable wheat markets."

## English Wheat Crop.

The Daily Chronicle, of Bath, England, of Aug. 24, says: In many parts of the country this season is verifying the old saying, "A dry bark harvest a dry corn harvest," and the recent rains have been useful in giving a healthy start to late-sown turnips, in bringing up the trifolium that has been scratched in upon the corn stubbles, and in stimulating the growth of rowen or aftermath upon grass lands that have only rendered a very poor account of themselves so far as the season has gone. Before the rain came the thrashing machine was busy at work in many a harvest field, but the samples we have seen, both of wheat and oats, though particularly the former, are not such as to suggest the prevalence of general good quality. That the wheats were permanently injured when they were pinched by the unlooked for frosts of June seems certain, and the mischief then done has been aggravated by the subsequent outbreak of fungoid disorders. Last week's official average price of English wheat came out at 29s 7d, which is 11s 8d. less than at the corresponding period a year ago. Moreover, the quantity returned as sold last week was 70,674 qr., whilst the average in the corresponding week of the four preceding years was only 28,279qr.

## Some Wheat Figures.

It is doubtful whether the production of wheat in the past season has reached what may be called the normal requirements of the world. It is true that these requirements are elastic, inasmuch as low prices induce consumption, while high values would restrict them; for instance we find that in France the average consumption per capita has increased from about  $\frac{1}{2}$  bu to 7 bu and a fraction during the past ten years. The present low prices, it is said, increased the consumption in all European countries, and consequent to these conditions, their requirements will be greater.

It is now calculated that Great Britain will require 144,000,000 bu, that France will require about 34,000,000 bu and that the West Indies, Brazil, the Equatorial Republic, China and other importing countries will require 24,000,000 bu. India, we are assured, will be short of the usual quantity for export—the very light shipments from that country during the past three weeks indicating the truth of the report. From Russia, reports are very contradictory, but all point to diminished wheat supply.

Authorities on this side of the water have reduced their estimates of the U.S. wheat crop for the year some 5,000,000 qu, and threaten to blot out another 5,000,000 before they have done with it.—New York Tribune.

## Nebraskans Coming.

A party of delegates from the state of Nebraska who have been inspecting Western Canada, have returned to the city well satisfied with their observations in the west. The delegates were Messrs. Gadsden, Code, Williams, Chronister, Custard, Briggs and Edmundson. The district to which these gentlemen paid special attention is that between Calgary and Edmonton, and their observations have resulted in the purchase of 6,000 acres immediately adjoining Olds station. These lands will all be taken up by Nebraskans, who are anxious to better their condition. Many of the settlers are ex-Canadians who have found out that Nebraska is not the "paradise" it was painted. Thirty-five families will leave Nebraska next spring for Olds. Nearly all are practical farmers, and are possessed of capital. Among the number will be a banker and several merchants. The delegates are all loud in their praise of the west. They say it is the most perfect country for the settler they have yet visited.

The Canadian Grocer, Toronto, is out with a very handsome special fall number.