

THE COMMERCIAL

The recognized authority on all matters pertaining to trade and progress in Western Canada, including that part of Ontario west of Lake Superior, the province of Manitoba and the Territories.

Twentieth Year of Publication.

ISSUED EVERY SATURDAY.

Subscriptions—Canada and the United States, 50c per annum in advance; C. E. when not so paid; other countries \$2.00 in advance.

Changes for advertisements or stops should be made in not later than Thursday morning. Advertisements purporting to be news matter, or which profess to express the opinion of this journal, will not be inserted.

The Commercial certainly enjoys a very much larger circulation among the business community of the vast region lying between Lake Superior and the Pacific coast, than any other paper in Canada, daily or weekly. The Commercial reaches the leading business communities, manufacturing and financial houses of Eastern Canada.

Office: 219 McDermott St. Telephone 234.
D. W. BUCHANAN,
Publisher.

WINNIPEG, MARCH 15, 1902.

THE GRAIN SITUATION.

At Ottawa, on Monday, there was a long discussion in Parliament on the grain situation in the West. Almost every western member took part in the discussion. It was stated during the debate that Hon. Mr. Sifton intended proposing some amendments to the grain act, but the nature of these amendments was not disclosed. Some of the western members declared that there was an agreement of understanding among elevator operators to depress prices, and some extravagant estimates were given as to the losses of farmers resulting from this alleged combination, together with the losses occasioned by the lack of elevator and transportation facilities. While there has certainly been some losses on account of the blockade, it is absurd to talk about sums away up in the millions of dollars. It is also quite evident that some of the indications which are taken to point to a combination of the elevator men, are simply results of the grain blockade. The lack of storage and transportation facilities made it necessary that the grain dealers should have a larger margin than under ordinary circumstances. Another feature dwelt upon was the fact that buyers sometimes refused to take No. 1 hard, except at the price of No. 1 northern. This was a result of lack of storage space. If the only space available in an elevator was in a No. 1 northern bin, the buyer would have to lose the difference between the grades if he paid the market value for 1 hard to throw in with the 1 northern. Grainmen are probably not any better or any worse than other business men, and it is possible that some buyers may have taken advantage of the congested state of the markets to profit by little tricks of this nature. The refusal to pay for No. 1 hard when it would be a loss of grade to the buyer, however, is a legitimate business proposition.

Another feature of the debate in Parliament which seems somewhat contradictory and peculiar, was the position taken by the speakers in regard to the warehouses and supplying cars to farmers. The burden of most of the speeches was the lack of transportation facilities. Not much was said about the lack of elevator facilities, which is quite as important as

the former. These same speakers, who spoke so heatedly about the lack of transportation facilities, also demanded freedom in the erection of flat warehouses. They also demanded that the railway companies be compelled to supply cars to farmers for loading direct from wagons, and that farmers be allowed a longer time to load cars. These things are inconsistent with the rapid transportation of grain. If flat warehouses were placed on the same footing as elevators, and farmers were encouraged to load cars from wagons, we would have a first class grain blockade every year. In fact the grain could not be handled on this basis at all.

It is not likely that we will soon have a repetition of the conditions which have existed in the grain trade this season. There is sure to be a large increase in the elevator capacity before another crop is marketed, unless legislation inimical to the elevator interests is enacted. Legislation which would stop the erection of elevators would be a calamity. The railway companies will also profit by the experience of this season, and they will be better prepared in the

rights within such city or municipality, and grant the necessary consent thereto and the decision of the lieutenant-governor-in-council in any such case shall be final and binding on all parties.

The effect of this clause would be to give the government authority to override the rights of the municipalities. The Free Press says the private bills' committee distinctly repudiated this clause, but after the bills were printed and passed, it was found that the clause still remained. The government paper denies the charge. Without wasting time over the controversy as to how the clause came to be incorporated in the bills, it is not difficult to conclude that the principle involved is wrong. It is not likely, however, that any government would undertake to override the rights of the municipalities on the strength of these bills. Governments sometimes do some very arbitrary things, however, even in Manitoba.

Faced Apples.

A fruit shipper at Brighton, Ont., has been fined for shipping "faced" apples to Manitoba. It is satisfactory



Manitoba Farm Homes—Residence of Geo. C. Mannix, Near Stonewall.

future. With improved transportation facilities and increased elevator space, the difficulties which have been encountered this year need not be repeated. It is possible to do positive injury by unwise legislation, such as has been demanded by some heated orators who know little or nothing about the grain trade. The unsatisfactory conditions which have prevailed in the grain trade have resulted from an enormous increase in production in a single year. These unfavorable features will be remedied in the ordinary course of events. More harm than good might result from hasty legislation based on the exceptional conditions prevailing in the western grain trade during the past season.

A BAD PRINCIPLE.

Winnipeg party papers are having a controversy over a clause which the Free Press alleges was smuggled into several bills incorporating electric railways, passed at the recent session of the Manitoba legislature. The clause reads:

"In the event of the company and any city or municipality failing to agree as to the terms upon which the company shall be allowed to exercise any of the franchises or rights hereby conferred there shall be an appeal to the lieutenant-governor-in-council who shall have the right to determine any dispute and fix the condition upon which the company may exercise such

rights. To know that action is at last to be taken to stop the fraud perpetrated by apple shippers in the east. The tops of the barrels are faced with good apples, while the centres are filled with rubbish. Shippers received here last fall were, if anything, worse than usual, despite the passing of the act by Parliament regarding fraudulent packing of apples. It is presumed here that the act was enforced on export shipments as Europe, while the culls were faced with good fruit and shipped west. This imposition on the West has long been practiced by Ontario shippers, and it is high time it was stopped.

The department of public works, Ottawa, has issued its annual report a series of maps showing the railway lines of the various provinces of Canada and also the annual systems.

The Dominion customs authorities have received particulars of a shipment made by the Hudson's Bay Company to Moose Factory and York Factory, on the Hudson Bay, last year, in consequence of which the Dominion is some \$12,000 poorer. The company every season imports some goods to the bay direct from the old country, but the distance from the centre of civilization makes it many months before any particulars reach Winnipeg, which is the terminal port of entry. In addition to the consignments entered by the Hudson's Bay Company, the various missionaries working in the north received goods on which between \$4,000 and \$5,000 will be paid in duty. These shipments were the first duty made in the company's new vessel, the late H.M.S. Pelican, purchased from the Imperial government.

FINANCIAL

WINNIPEG BANK CLEARINGS.
Returns for the Winnipeg Clearing House for the week ending Thursday, show as follows:

Week ending March 12, 1902	\$	1901	
Corresponding week, 1901	2,268,224	1,586,074	
Corresponding week, 1900	1,586,074	1,586,074	
The monthly totals are as follows:			
1901	1900	1899	
Jan.	\$ 8,622,456.92	9,967,619.92	6,200,471
Feb.	7,138,276	6,702,646	6,200,471
Mar.	7,832,244	7,246,121	6,200,471
Apr.	7,834,254	7,091,519	6,916,481
May	8,814,074	7,622,750	7,412,856
June	8,547,048	8,173,084	7,716,916
July	9,213,196	9,305,429	8,107,265
Aug.	10,744,768	10,173,000	7,908,591
Sep.	10,314,305	7,320,147	8,281,158
Oct.	13,744,862	11,813,000	12,983,950
Nov.	21,832,461	16,618,985	14,535,219
Dec.	19,135,320	10,869,520	12,969,966
Total	\$127,771,158	\$106,966,792	\$107,786,814

Financial Notes.

Out of a tax levy of \$15,000 for this year in Dawson City the rate-payers have already paid in \$138,000, leaving but \$7,000 unpaid; \$2,000 was paid during the previous year. The rate is \$1,000,000 and the rate one and one-quarter cents.

The Canada Northwest Land Company's share experienced an unusual advance in eastern stock markets last week, the gain being about 8 1/4 points one way. The reason for this advance is the declaration of a two per cent. dividend on the preferred stock, the first the company has paid for years.

Fire and Fraud.

At the assize court Winnipeg on Thursday, Justice Richards sentenced S. G. G. and his wife, who had been tried before his lordship at the last assizes and found guilty of unlawfully removing and concealing a quantity of goods from their house. Evidence for the purpose of obtaining insurance upon the goods if they had been destroyed by fire. The goods were insured in the Hartford Insurance Company and the goods were burnt down; prisoners subsequently endeavored to collect the amount of the policy effected on the goods in question as if they had been burned also, though they had been previously fraudulently removed and concealed. His lordship sentenced Samuel G. Hurst to two years in the Manitoba penitentiary, and Sam C. Hurst to eight months in the jail at Portage la Prairie.

Tenders.

Tenders addressed to the chairman of the committee on works, Winnipeg, for the construction of a sewer in Balmoral street, from Portage avenue to Ellice avenue, will be received at the office of the city clerk up to 8.30 p.m. on Thursday, March 20.

Tenders, marked "School Building Tenders," will be received by D. L. Livingstone, Deloraine Man, up to six o'clock p.m. on Saturday, the 22nd instant, for the erection at Deloraine of a six-roomed brick school building, with 100 seats, for the trustees of the school district of Deloraine.

Tenders addressed to the Department of Lands, Ottawa, and endorsed "Tenders for Iron Supplies," will be received up to noon on Monday, 14th April, 1902, for the delivery of iron supplies during the fiscal year ending 30th June, 1903, at the various points in Manitoba and the Northwest Territories.

Tenders, addressed to the chairman of the committee on works, Winnipeg, for the supply of sand and gravel for the city quarry and asphalt plant, will be received at the office of the undersigned up to 5 o'clock p.m. on Thursday, March 20. The quantity required will be from 500 to 500 cords, as follows: 200 to 250 cords to be delivered to the city quarry, Little Stony Mountain, and from 100 to 200 cords to the asphalt plant.

According to the latest bulletin in the census of 1901, there are in Manitoba 183,332 males and 116,615 females. Of the males, 92,744 are single, and 90,588 are married. There are 42,848 married men and 41,483 married women, a discrepancy which may be explained by the fact that some men have left their families elsewhere. There are 2,727 widowers and 3,062 widows. The province has eighteen divorced men and seventeen divorced women.