

Northwestern Enterprise.

It is said that America is another name for opportunity. The crowded populace of the old world is obliged to toil early and late to grind out a meagre living and at the same time is compelled to support an expensive royalty and nobility and maintain large standing armies. Their expense is one weary routine and at the end of life they find themselves no further advanced than at the beginning. In America however there is a chance for every energetic, temperate man to get ahead, for we have here vast natural resources, agricultural, mineral and commercial, our educational facilities are the best and our population is as yet comparatively thin. In the rocks and soil we have untold wealth still wholly untouched, which only awaits intelligent, well-directed energy to be brought out.

The Northwest, especially, with its bracing climate and varied resources, offers to push and pluck opportunities unsurpassed anywhere in the world. The doors opened to the worker are evidenced by the success by which enterprise here has already been attained. We are justly proud of the great mines, the farms and ranges, the mills, manufacturing and commercial houses of the Northwest. The farmers and miners are supplied with groceries, clothing, tools, etc., from the cities, and in turn find in the cities a market for their agricultural produce, ores, hides, skins and other productions. One house has for nearly two decades furnished a market for all of the latter class of goods that could be shipped to them, and although consignments are made directly to them, usually without a price, simply with the name and address of the consignor immediate remittances at the full market value are made without exception. Jas. McMillan & Co. have for years been known in every nook and corner of the Northwest as leading dealers in hides, furs, sheep pelts, wool and similar commodities, and their business has grown from nothing to be the largest of its kind in the country.

We might mention houses in every line of business whose perseverance and practical judgment have raised them to the highest stratum of the commercial world, and whose straight forward business methods have won them universal confidence. The close times through which we are passing is liable to make us forget our natural advantages but we firmly believe that soon our hard times will be over and our country will again prosper as her resources and enterprise warrant.

Farming in Manitoba.

It is a matter of surprise to farmers in Ontario that agriculturists in Manitoba can raise from six to ten thousand bushels of grain on a homestead of three hundred acres with so little help as is usually employed, and the manner of performing the work will afford an explanation. Unlike the small, sometimes sterile and often broken and stony farms in the east, the husbandman in Manitoba has usually the pleasure of operating on a smooth expanse of gently rolling prairie, perfectly free from stones, the soil all of one character, black, rich and loose, that will not bake or become hard under any circumstances. Consequently a fourteen or sixteen inch sulky plow, with three horses abreast, can be used with ease, and as the furrows are generally half a mile long there is less time lost in turning than where fields consist of only a few acres. Two such teams soon plow a hundred and fifty or two hundred acres. Wide seeders with three horses attached, quickly scatter the grain on the prepared soil. Then heavy showers, thunder storms and sunshine attend to the fields until harvest, when the binders start. Sometimes there are two on a farm of half a

section; sometimes only one is used with a frequent change of horses, so that the machine is kept in almost constant motion. As the sheaves are dropped half a dozen together, the stooking is easily done, and with the labor of only two or three men grain will be put in stooks at the rate of twenty or thirty acres a day, and a hundred acre field is soon gone over. It rarely happens that there is any rain other than a slight shower or two in this country after reaping has commenced, so that a whole harvest may be cut and stooked before stacking is begun. As grain is usually heavy the stacking is the hardest of the work, and it sometimes takes many weeks to complete the task. Last season the work of stacking was continuous for about a month or in some cases longer, and in southern Manitoba not a whole day was lost by wet weather or from any other cause. Long before stacking is completed the thrashing machines, hauled by huge black traction engines, are moving in all directions with steam up and whistle sounding as groups of stacks are approached, or stands are made in the yellow seas of stooks that curl their heavy heads of ripe grain like the foam on waves. Almost before the binders are through working on the fields, pillars of smoke raise in many directions from threshers, steam is up in the engines of the elevators, and lines of wagons, loaded with grain, come in from all directions.—Pilot Mound Sentinel.

Low Ocean Rates.

A good deal was said on 'change yesterday of the extraordinarily low ocean rates which were in vogue from the seaboard. The rate on provisions was down to 6c per 100 from New York to Liverpool, and the rate on flour was down to about 5c. They are about as low as they ever get, yet this is the season of the year for low freights. The flour shipper is holding off to get lake transportation at the opening of navigation, so there is little flour going forward. Wheat is waiting for the same reason. The rate on provisions from Chicago to Liverpool is 36c per 100, 30c of which is asked by the railroads between Chicago and New York. This firmness of the east-bound rail rate is another explanation of the weakness of the ocean rate. Provisions will only stand just so much tariff between here and Liverpool, and as railroads are not conceding anything the ocean steamers have to. A number of new tramp steamers have recently been put in service, tending to demoralize the ocean rate. There has been a heavy movement westbound from abroad, bringing a good many steamers to this side and they are trying to get cargoes back for what they can get. Low as the ocean rate is about \$1 per ton for flour from New York to Liverpool, it is not a record breaking one. It has been as low before.—Chicago Times-Herald, March 6.

Bluestoning Wheat.

John E. Saunders describes the following method of bluestoning wheat:

Mr. Sanderson says, "I use two barrels, one an ordinary coal-oil barrel for holding pickle, and a salt barrel, raised high enough to allow pails to be put under it, tapped with a 1 1/2 inch hole at the bottom covered with a piece of wire screen to prevent the wheat from running out. I then fill the empty barrel with wheat and pour in a sufficient amount of pickle to cover it, and then drain it off into pails and return to the barrel for future use. The barrel with wheat is then tipped over on to granary floor, and the same process repeated. I use about one pound of bluestone to every eight bushels of wheat to be treated, adding a sufficient quantity every night for the next day's sowing. I

prefer the salt barrel for the wheat on account of its lightness, making it an easy matter to tip it over on the granary floor or into a wagon box as the case may be. Since using the above I have never had any smut in my wheat and intend to treat my seed oats in the same way this season. On the only occasion on which I noticed the smut, I pickled the day's sowing in twenty-five minutes and then without any hard work."—Holland Observer

Winnipeg Wheat Inspection.

The following shows the number of cars of wheat inspected at *Winnipeg for the weeks ended on the dates named, compared with the number of cars inspected for the corresponding weeks a year ago, as reported by Inspector Horn to the Board of Trade:—

Grade.	Feb 15	Feb 22	Feb 29	Mar 7	Mar 14
Extra Manitoba					
hard	0	0	0	0	0
No. 1 hard	76	139	132	160	161
No. 2 hard	24	34	60	46	3
No. 3 hard	23	46	37	34	2
No. 1 North'n	7	13	12	19	2
No. 2 North'n	3	3	2	1	1
No. 3 North'n	1	2	0	1	1
No. 1 white type	1	0	2	2	1
No. 2 white type	0	0	0	0	0
No. 1 Spring	2	1	2	14	1
No. 2 Spring	0	1	0	1	1
No. 1 frosted	25	25	22	32	2
No. 2 frosted	17	21	12	14	1
No. 3 Frosted	7	11	3	4	1
No. 1 Rejected	13	20	31	17	3
No. 2 Rejected	20	45	64	54	3
No Grade	1	3	2	4	1
Feed	7	10	6	4	1
Total	227	381	363	350	234
Same week last year.	34	54	62	61	4

Oats—For week ended Feb. 29—No. 1 white, 7; No. 2 white, 20; No. 3 white, 0; No. 2 black, 0; No. 2 mixed, 0; feed, 00; rejected, 0; total, 36.

Barley—For week ended Feb. 29—No. 2, 0; No. 3, 3; feed, 4; total, 7.

*Wheat inspected at Emerson going out via the Northern Pacific to Duluth, is included in Winnipeg returns. A considerable portion of the wheat moving is inspected at Fort William, and does not show in these figures.

At Montreal on March 13, the feature of the grain market was the easier feeling in oats, and prices declined 1/8 to 1/2c, with sale of No. 2 white at 29 3/8 to 29 7/8c.

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