

The Grand Trunk and the North-west.

On this subject an article appeared in the *Canadian Manufacturer* of the 1st inst., which touches a little on the subject of disallowance in the North-west. It is a noticeable fact that almost every Canadian commercial or trade journal takes the same view of this question, different opinions upon the subject being confined as a rule to the columns of papers advocating political creeds. We publish a portion of the *Manufacturer's* article.

"There being a positive agreement between the Pacific Railway Company and the Dominion Government, ratified by Parliament, to the effect that no other competing road is to be allowed in the new territory for a period of twenty years, it is not easy to see how any arrangement evading this stipulation can be made. The Syndicate and the Grand Trunk are, or are supposed to be, engaged in a bitter war of rivalry and competition, and how the two belligerent powers are to be reconciled does not very clearly appear. It is in the interest of the Syndicate to keep the North-west all to itself and to allow no rival within the boundaries. The agreement with the Dominion guarantees that no competing road is to be allowed in, and where, then, can any prospect be seen of compelling the Syndicate to forego its advantage. Such is the situation as it appears at present on the surface of things.

If, however, we look below the surface, we may see reason for surmising that the contingency of an arrangement for letting the Grand Trunk into the North-west is not so remote as on the first blush appears. The Syndicate's interest is to get its lands sold as soon as possible at a good price, and converted into cash. And a still greater interest that the Syndicate has is to get the country settled and filled up, so as to create a large and permanent traffic, out of which dividends can be paid and continue to be paid. Now, it is no secret that up to this time the Grand Trunk, with all its vast influence in the mother country, but especially with reference to matters financial in London, has stood as a lion in the path to bar the success of Syndicate schemes on the London money market. It was this influence mainly that barred the success of the Allan Pacific Railway scheme ten years ago, and the same power has since strangled several other enterprises threatening competition with the Grand Trunk. Of late it has not been powerful enough to stop everything, as witness the success of the Canadian Pacific and the Ontario and Quebec against Grand Trunk opposition. Still, this hostile influence is great and powerful in England, in Canada, and in the United States. And there need not be any doubt of the fact that the settlement of the North-west—the great means which Canada as a Dominion is striving to use towards a still greater end—is considerably retarded by the circumstance that the Grand Trunk and the Syndicate are at war."

A HALIFAX exchange says that at the next session of parliament application will be made for an act to amalgamate the Union Bank of Prince Edward's Island and the Bank of Nova Scotia, on a basis adopted at a special joint meeting of shareholders.

European Estimates.

Under this head the *New York Miller's Journal* publishes a letter from a Whitley, Ontario, correspondent, which criticises rather severely an estimate of the wheat crop of the World for 1882, published by the *French Bulletin des Haïles*. The letter is too long to allow of our publishing it in full, but we give the portion relating to Canadian estimates:

"In the columns above referred to the wheat crop of Canada is placed at 1,715,000 qrs., as average production, and for 1882 as 2,058,000 qrs., the latter equal to 16,464,000 bush. By taking the wheat consumption in Canada at five bushels per capita, on a population of 4,500,000, adding 2,500,000 bush. for seed, and the net exports of wheat and flour, the wheat crop of the Dominion from crops 1875 to 1881 is ascertained to have varied from 28,500,000 to 31,500,000 bush., except on the poor crop of 1876, when it was considerably under 25,000,000 bush. The crop of 1882 is above the average. I estimate it at 35,000,000 bush., or nearly 19,000,000 bush. over the estimate of *Bulletin des Haïles*.

Our Bureau of industries in Toronto estimates the wheat crop of 1882 in the Province of Ontario alone, at nearly 42,000,000 bushels; but this is evidently an exaggeration. But even at my estimate, our crop is about 2,225,000 qrs. more than in the Paris journal, and a discrepancy of this magnitude in a small crop like ours goes to show how very little reliance is to be placed upon European estimates of American crops or surplus. In case of the United States, the *Bulletin des Haïles* has pretty closely adopted the estimate of the Bureau of Agriculture at Washington. In the case of Canada, it has apparently never heard of the estimate of our bureau in Toronto, or having seen it, it has thought fit to utterly discard it."

Creamery Butter.

The *Montreal Times* of the 1st inst. contains a portion of an article on "The improvement of the butter industry," which aims to set forth the incompleteness of the remedy supplied by the creamery system. An extract from another journal is made to show its probable decline from which we extract the following: "The gradual withdrawal of the patrons whose cream is of the best quality, will have the effect of lowering the average quality of the product of the creamery, and will be the beginning of its end. The history of the associated system of butter-making points more strongly to this termination as its future, than to any promise of such success as was attained by the other and more stable system of associated cheese-making. The best that can be expected of the creamery is improvement, partial as to time and place; and it will be temporary, giving place to something else ultimately to supersede it."

This is certainly a strong plea for the private dairy and against the creamery system, but unfortunately it is not exactly in accordance with the quotations of different butter markets, and especially of those whose supply comes from the west. A steady lead in figures is held by creamery over dairy, and the gap between the two does not seem to lessen as time advances. The history of the creamery system in the West

States, and particularly in Iowa where its development has been most rapid, goes to prove not only that creamery products have held their superiority in quality over those of home dairies but they have had the effect of improving the quality of dairy butter in the localities in which they are established, by raising the standard of competition. The high standard taken by Iowa butter of every description now, compared with a few years ago, when few if any creameries existed in the State, is a very convincing proof of this.

There certainly can be no more than improvement expected from the creamery system, as perfection is a state not to be reached in this world in butter-making more than anything else.

Mining.

Mr. W. D. McGregor, mining expert, lately of El Paso, New Mexico, is at present in Winnipeg, and has visited the Lake of the Woods district, and made a rough inspection of the mining prospects there. He is satisfied that operations there will soon prove profitable, and that a mining boom is not at all improbable during the next six months.

Mr. McGregor has joined with Messrs. Van Buskirk & Keiser, of this city, in the work of getting up a metallurgical map of the mining districts of the Lake of the Woods, and operations will be commenced without delay. At present no reliable map of any portion of this district is in existence, and parties owning claims there in many cases scarcely know where they are located. The map proposed to be gotten up by these gentlemen would at least obviate that difficulty, and would doubtless aid greatly in simplifying matters in Kewatin. Although it is almost without a doubt, that great mineral wealth exists in this district, there is a great haziness around the whole affair, and the undertaking of Messrs. McGregor and Van Buskirk & Keiser will do much to clear this away.

Commercial Travellers.

Yesterday afternoon Mr. Stephenson, of the Grand Trunk Railway, was waited upon by a deputation consisting of Messrs. Black, Findlayson and Sargent of the Toronto Commercial Travellers' Association, and Messrs. Gowdey, Massey, and Simpson, of the Dominion Travellers' Association, with reference to certain desired improvements in connection with the transport of travellers' luggage by that line. After explaining the reason prompting the request, the deputation asked that through baggage tickets with stop over privileges should be granted. This was at once agreed to by Mr. Stephenson, and on and after January 1st members of the above associations can purchase a through ticket instead of the old one from station to station.—*Montreal Witness*, Dec. 22.

A prominent Montreal pork packer gives it as his opinion that the prices of hog products and live hogs will be high during the entire winter in that city, although not so high as at present. He bases his judgment upon a heavy demand from Toronto dealers for cut meats to supply an increasing Manitoba trade.