

THE ELEVATOR PRIVILEGES.

Continued from page 26.

leges were removed, and loading direct into cars from wagons, or from flat warehouse, were to be largely indulged in. Any serious delay would in turn injure the grain trade, and this in turn would fall back upon the farmers. If the railway companies decide to abolish the elevator privileges, as it appears they may do in view of this tiresome agitation, they will be compelled to make very strict regulations to prevent delays. It would never do to have the grain trade of the country paralyzed during the busy season, by any extended tendency to resort to the primitive system of loading grain direct into cars. We do not believe, however, that the elevators would suffer materially through the removal of the restrictions which prevent parties from shipping grain except through the elevators, at points where suitable elevators have been built. The elevators can handle the grain more cheaply and to better advantage than the farmer could load it himself, and we believe very little shipping from cars would be done if the privilege were thrown open to-day. On the other hand, the removal of the restrictions would put a stop to one phase of this continuous and tiresome agitation in connection with wheat, and to this extent it would be welcome, though, no doubt, some other feature would be discovered by the agitators to keep up the excitement. The real cause at the bottom of much of this agitation is the discontent caused by the low price of wheat. If the price of wheat were high, or even at what could be regarded as a fairly satisfactory price, the farmers would be contented, and they would pay very little attention to the few leaders and schemers who stir up these agitations. This discontent, however, is a grand opportunity for the class of charlatans whose aim is to seek popularity or further personal schemes by posing as the farmers' friend.

A DISHONEST POLICY.

We referred briefly recently to the violent articles which have appeared in Manitoba papers of late, calculated to stir up a feeling of hostility against the grain trade on the part of the farmers. All sorts of ridiculous and absurd reasons have been advanced to account for the present low price of wheat, the blame, of course, being thrown upon the local trade. Of course, a good deal of this is done with the object of pleasing the farmers, rather than trying to represent the situation as it actually exists. We were told the other day of a little incident which may be used to illustrate this fact. A certain Manitoba country paper had week after week contained articles condemning the local grain trade in a most vigorous manner. Finally a grain shipper went to the publisher privately and remonstrated with him about the matter. He was coolly informed by the newspaper man that he (the publisher) was not carrying on a grain business, he was running a country

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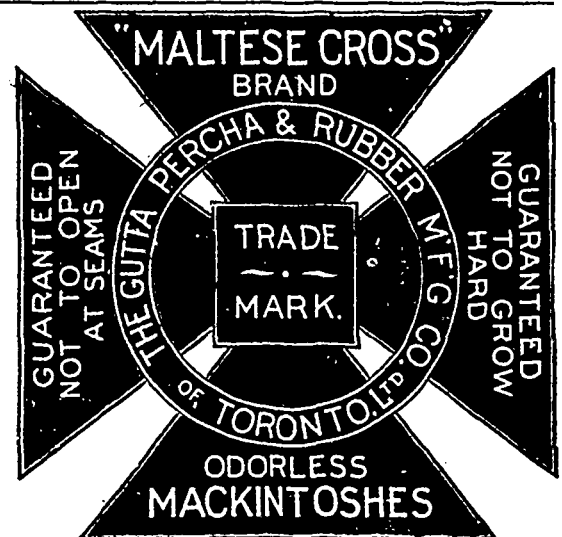
newspaper and he had to write to please his farmer subscribers. The grain man at once walked away, feeling, as he said, that it would be useless to talk reason to a man who had just made such an astonishing declaration. There is no doubt that his idea of pleasing the farmers prompts some of the articles denouncing the grain men which we see in some Manitoba papers. At the same time, every newspaper man in Manitoba has sufficient information within his reach to enable him to determine very closely the value of wheat, if he will take the trouble to look it up. By doing this he can at once tell if the grain men are not paying full value for wheat. A simple investigation of actual market values, which any person of ordinary intelligence could readily make, would save a great deal of useless agitation on the grain question.

EDITORIAL NOTES.

THE COMMERCIAL pointed out in a recent issue that if the government should decide to prevent the mixing of scoured wheat at our lake ports, the principal persons to suffer would be the farmers, as the value of smutty wheat would be greatly depreciated. It would not make much difference to the shippers, as they would simply buy in accordance with their ability to sell the stuff. The Farmers' Advocate, in referring to The Commercial's statement of the case, thinks it would be small loss, as the farmers can avoid having smutty wheat by taking proper care, and if they are too careless to do this The Advocate thinks they deserve to suffer. We must say that they do suffer even under the mixing plan, as the cost of cleaning smutty wheat by the scouring process (the only possible way of cleaning it) is so great, that the grain has to be purchased at a comparatively low price. At Duluth, we see that smutty wheat is quoted at 8 to 10 cents per bushel under sound grain.

Silver.

London quotations for bars were unchanged throughout the week, but the New York price advanced $\frac{1}{16}$ c. Silver prices on Sept. 18 were: London, 30s 9d 101; New York, 67 $\frac{1}{2}$ c.



Winnipeg Markets a Year Ago.

Wheat.—No. 1 hard, c.i.f. Fort William afloat, 51 to 51 $\frac{1}{2}$ c new wheat, and 89 to 40c to farmers, Manitoba country points.
Flour.—Local price, per sack, Patents, \$1.50; Bakers, \$1.40.
Bran.—Per ton, \$11.
Shorts.—Per ton, \$13.
Oats.—Per bushel, new, 21 to 21c.
Barley.—Per bushel, —
Butter.—Dairy 10 to 14c, round lots.
Cheese.—9 $\frac{1}{2}$ to 10c.
Eggs.—Fresh, casier at 12 $\frac{1}{2}$ c, round lots.
Beef.—Fresh, per lb., 4 $\frac{1}{2}$ to 5 $\frac{1}{2}$ c.
Mutton.—Fresh, and lamb, 8c.
Hogs.—Dressed, 5 $\frac{1}{2}$ to 6c.
Cattle.—Butchers, 2 $\frac{1}{2}$ to 2 $\frac{1}{2}$ c.
Hogs.—Live, good packing 4 $\frac{1}{2}$ to 4 $\frac{1}{2}$ c, off cars. Heavy, 4 to 4 $\frac{1}{2}$ c.
Sheep, average butchers 3c, live weight.
Seneca Root.—25 to 26 $\frac{1}{2}$ c per lb.
Chickens.—8c a lb.
Hides.—No. 1 cows, 2 $\frac{1}{2}$ c.
Potatoes.—new 25 to 30c per bushel.
Hay.—\$1.50 to \$5.00 per ton, car lots.
Wool.—6 to 8 $\frac{1}{2}$ c, unwashed fleece.

This week last year wheat was 2c lower and flour 5c lower. Butter, cheese and eggs advanced sharply.

Winnipeg Wheat Inspection.

The following shows the number of cars of wheat inspected at *Winnipeg for the weeks of 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. | Sept. 14 | Aug. 17 | Aug. 24 | Aug. 31 | Sept. 7 |
|--------------------------|----------|---------|---------|---------|---------|
| Extra Manitoba | | | | | |
| hard..... | 0 | 0 | 0 | 0 | 0 |
| No. 1 hard..... | 20 | 47 | 25 | 22 | 20 |
| No. 2 hard..... | 3 | 0 | 0 | 0 | 0 |
| No. 3 hard..... | 6 | 0 | 0 | 0 | 0 |
| No. 1 North'n..... | 1 | 10 | 3 | 0 | 0 |
| No. 2 North'n..... | 0 | 0 | 0 | 0 | 0 |
| No. 1 white fyle..... | 0 | 0 | 0 | 2 | 1 |
| No. 2 white fyle..... | 0 | 0 | 0 | 0 | 0 |
| No. 1 Spring..... | 0 | 0 | 0 | 0 | 0 |
| No. 1 Rejected..... | 5 | 1 | 0 | 0 | 1 |
| No. 2 Rejected..... | 0 | 1 | 1 | 0 | 1 |
| No Grade..... | 2 | 0 | 0 | 0 | 1 |
| Total..... | 43 | 59 | 32 | 24 | 24 |
| Same week last year..... | 70 | 106 | 135 | 62 | 102 |

*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.

Carrol & Co., tailors, Calgary, are out of business.