

to do business with Eastern Canada buyers whenever they have an opportunity to transact profitable business with them. It is true that some of the Winnipeg shippers do not make any particular effort to cultivate trade with Eastern Canada buyers, but this is because they have a large export trade which engages their attention, and which they consider more profitable to them. On the other hand, there are local shippers who make a specialty of Eastern Canada business. Local shippers have been known to grumble a good deal about the treatment they have received from a few Ontario millers, who make a habit of claiming shortages on grain sent to them, but this is not a new thing, and grumbling of this nature has not been as prevalent this year as during some past seasons. There may have been individual cases where local shippers have refused to fill orders from Eastern parties with whom former business had resulted unsatisfactorily, but the report of a general boycott is of course pure and unadulterated nonsense.

THERE has been some talk of introducing the heading machines into Manitoba, to supplant the present mode of cutting grain with binders. In the Argentine Republic headers are largely used, but they are generally condemned by those who are endeavoring to introduce better modes of farming in that country. In an article in this issue headed "Wheat growing in Argentine," some of the objections to the use of headers are stated. Another objection to the use of headers is stated to be that it necessitates the rushing of the wheat to market immediately after harvest, causing a congestion of railway traffic.

Canada's Live Stock Trade.

The Dominion line steamer Storm King sailed from Montreal on Nov. 24 for London with 40 head of cattle and 2,004 sheep, which will be the last shipment of Canadian stock from the port of Montreal for the season of 1894. On the whole, it has not been as bad as the last one, although it has been in a sense unsuccessful for shippers of cattle. There was considerable money lost in the early part of the season, due to the large shipments of United States cattle and the heavy supplies of dressed beef offering on the English market. This had a depressing effect on values, and they almost steadily declined until 4d per lb. was touched which was the lowest of the season. From this point slight improvement set in and it has been fairly well maintained up to the present. The highest price realized was 5½d against 6½d last year. The Glasgow market was the best in the early part, but it became very much the worse towards the end. The quality of the stock shipped this year was better than ever shipped before from Canada, especially in the first half of the season, as the pasture in Ontario was good, and farmers as a rule made it a point to fatten their stock before marketing them. A feature of the trade was the suspension of Mr. James Eakins, of Port Hope, which goes to show that a large amount of money was lost on cattle when he had to suspend payment about the middle of October. Mr. Eakins was the largest shipper last year, he having shipped 14,818 head of cattle, and he also headed the list this year up to the time of his suspension, having shipped 16,202 cattle and 9,004 sheep. Mr. Eakins

has the sympathy of the trade, and the general impression is that he will probably be one of the largest shippers next year, as we understand he is doing everything in his power to right matters.

Although the shipments of cattle this year were larger by 4,282 head than last year and the quality probably never better, as we stated above, the farmer did not realize as much money as last year owing to the low prices ruling in England and the United States. As a result they had to accept lower figures for their stock in order for shippers to compete with American cattle. Last year it was estimated that the average price paid to the farmer was \$65 per head, while this year it was only \$55, which makes a total of \$1,818,220 for the total number of cattle shipped this year against \$5,111,700 last year. Another feature of the trade this season was the large shipments of Territories ranch and Manitoba cattle. Messrs. Gordon & Ironside alone exporting over 17,000 head, as against 10,000 head last season. These cattle were bought at low figures, and it is said they lost less money than Ontario stock. This trade is steadily growing, as will be seen by the above shipments, and the prospects are that it will be much larger next year, as the farmers in Manitoba and the Northwest are giving more of their attention to the raising of live stock.

INCREASE IN SHEEP.

An important feature of the trade this season has been the large increase in the export of sheep, which is principally due to the scarcity of stock in England. When this became known here shippers went through the country and contracted heavily for regular weekly supplies. The season on the whole has been a good one and the profits have been fair, in fact, we might safely state that considerable money has been made in this branch, but it has not helped the cattle shippers to any extent, as the heavy shippers of sheep were light shippers of cattle and vice versa. The shipments for the season were 189,763 head, which shows an increase of about 186,000 over last year and an increase of about 125,000 over 1892. Out of the above number about 30,000 American sheep went through it bond. The Canadian farmer received on an average 8½ per head, or a total of \$548,815 during the season.

LIGHT LOSSES.

Of the 87,604 cattle exported, only 96 head were lost; of the 189,763 sheep, only 838, and of the 5,579 horses shipped, 18 were lost. Of course the statement of losses is not complete, several steamers being yet on the ocean; but the prospects are that the number will not be increased much. The Allan line heads the list this year in the number of cattle carried, with the Reford lines a close second. The Dominion line heads the Beaver line for third place, which is accounted for by the fact that the Beaver line stopped sailing from this port about one month earlier than usual.

A French syndicate made several shipments to Antwerp this season which turned out fairly good. The total number shipped was 2,761 head.

L. Delorme made two shipments of 834 head of cattle to St. Malo, France, but we understand they lost money.

J. & C. Coughlin shipped 6,000 hogs to Great Britain this season, which proved a fairly profitable business to the shippers. The shipments last year were only 137 head, and in 1892 they were 1,292.

The shipments of horses this season were 5,579, which shows an increase of 3,905 over last season, there being only 1,674 shipped.—Montreal Gazette.

Products for British Columbia

For the purpose of securing the rapid transport of dressed hogs, poultry, butter, cheese, etc., between Manitoba and British Columbia points, the Canadian Pacific railway company has decided to despatch a special car from Winnipeg at intervals during the winter, to carry such produce. This car is designed to carry less than car load lots, and will take the place of the refrigerator car service in the summer. Lots of the products named will be picked up at any point on the main line between Winnipeg and Moose Jaw, destined for shipment to Canmore and points west thereof to the coast. This special car service will leave Winnipeg on the following dates: November 29, December 13 and 27, January 10 and 24, February 7 and 21, March 7.

The refrigerator car service over this route during the past summer season, carried 700,000 pounds of butter, cheese and eggs. All this was taken from stations between Winnipeg and Moose Jaw inclusive, on the main line, for British Columbia points.

American and Foreign Iron Prices.

The Engineering and Mining Journal says: "Comparing the price of pig iron here and abroad, in Great Britain Scotch pig iron is now quoted at \$10.20 to 10.30; Middlesex foundry, \$8.50 to \$8.60; forge, \$8.30, and Bessemer, \$10.30. In Belgium the quotations are: Charleroi foundry, \$10; Luxembourg foundry, \$9.20, and forge iron, \$8.45 to 9.40. In Birmingham, Ala., the current quotations are: No. 1 foundry, \$8; No. 2 foundry, \$7.50, and No. 3 foundry, \$7. Gray forge, \$6.50. In this raw material, therefore, we have an advantage of \$1 per ton over Great Britain and nearly \$2 over Belgium producers. In Bessemer iron our quotations are slightly higher, being \$10.65 to 10.80 at Pittsburg. In most of the various products of iron manufacturers our quotations are also lower than those of the European countries. In bar iron, for instance, Pittsburg quotes \$19 to \$20 per ton, as against \$23.40 to 25.80 in the north of England. In plates we quote \$24 to \$28 for steel, as against \$24.95 to \$29.40 for iron in Belgium and \$23.40 for iron in England."

Hens Versus Wheat

The Northwest Pacific Farmer, of Portland, Oregon, says: One bushel of wheat, where good chickens are given the run of the farm will produce ten dozen eggs. In many sections of the Northwest late sowed grain did not make over ten bushels to the acre. In these same sections ten dozen eggs are now worth more than ten bushels of wheat. In other words one acre of wheat and ten hens are worth ten acres of wheat with the care of the extra nine acres added, or at present prices a good hen is more valuable than an acre of wheat.

Winnipeg Clearing House.

Clearings for the week ending November 29, were \$1,595,210, balances, \$292,324. For the previous week clearings were \$1,390,553.

Following are the returns of other Canadian clearing houses for the weeks ended on the dates given:

	Clearings.	
	Nov. 21st	Nov. 15th.
Montreal	\$10,649,246	\$12,726,527
Toronto	4,683,815	6,922,050
Halifax	915,415	1,316,467
Winnipeg	1,360,553	1,492,242
Hamilton	546,218	770,044
Total	\$18,155,247	\$22,627,380