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etsare,' said the his day schlaum-blitz-spitzen.' aum-schlim like?'

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THE GRAIN GROWERS' GUIDE Page 29 LIVE STOCK AT ODIICEMAI

WINNIPEG MARKET LETTER

(Office of The Grain Growers' Grain Company-Limited, November 13)

Wheat.—Today being Monday, finds our market holding quite steady in the face of a very heavy decline in British markets, which is quite a hopeful feature. Prices for the higher grades have held fairly steady the past week, but the spreads have constantly widened for the lower grade wheat. Much mischief was unintentionally done in foreign markets as regards our lower grade wheats, by statements mailed and cabled over that our lower grade wheats had suffered by the widening of the grades, when in fact No. 4 wheat is really a better wheat than it was last year. As navigation closes on November 30, farmers will do well to check up their holdings, and if they have not given definite instructions as to selling, they should give them now. The extreme cold at the present time may possibly hasten the close of navigation, as already an urgent request has been sent to the Department of Trade and Commerce, requesting the immediate use of an ice-breaker at Fort William and Port Arthur harbors. The demandfor the lower grades of late has been poor. We think wheat should be sold on any flurry now, before the close of navigation.

Outs are holding quite steady indeed, and are a very good price. Perhaps the delay in unloading oats because of the congestions at the terminal elevators, is helping to keep the price up. We think that oats at terminals should be sold before the close of navigation.

gation.

Barley is again in demand at a reduced price, and we think should be sold and cleaned up, as there will likely be a dull period of several weeks right after the close.

Flax.—The sensational decline has been checked, and flax has rallied a couple of times, and unless we are disappointed, flax will again go back over the \$2.00 mark. But with flax up at anything like present prices, very heavy advances or declines may rapidly come. In spite of the fact that much flax has been snowed under and must be left in the fields until spring, we would strongly urge farmers to save every possible bushel. The delay in getting their threshing done may yet work out to their great advantage as regards price. advantage as regards price.

| WINNIE | PC PIII | PAGIT | |
|-------------|---------|-------|-----|
| WINNI | EGFU | Old | New |
| Wheat- No | v. Dec. | May | May |
| Nov. 8 99 | 953 | 98 | 98 |
| Nov. 9 99 | | 991 | 98 |
| Nov. 10 98 | 951 | 981 | 971 |
| Nov. 11 97 | 7 913 | 98 | 97 |
| Nov. 13 98 | 95 | 98% | 977 |
| Nov. 14 97 | 1 947 | 981 | 971 |
| Oats- | | | |
| Nov. 8 40 | 387 | 417 | |
| Nov. 9 41 | 387 | 417 | |
| Nov. 10 40 | | 417 | |
| Nov. 11 40 | 7 383 | 411 | |
| Nov. 13 40 | 387 | 42 | |
| Nov. 14 40 | 381 | 42 | |
| Flax- | | | |
| Nov. 8182 | 175 | | |
| Nov. 9185 | 180 | | |
| Nov. 10178 | 182 | | |
| Nov. 11 187 | 183 | | |
| Nov. 13 192 | 190 | | |
| Nov. 14 189 | 186 | | |

CANADIAN VISIBLE Wheat Oats Barley T'l visible 13,064,792 4,801,851 1,025,969 Last Week 10,734,256 4,489,877 905,752 Last year 13,221,853 8,221,091 830,128

Ft. William 6,497,311 1,346,611 414,158 Pt. Arthur . 3,680,385 772,825 401,613 Dep. Harbor 29,859 Meaford . . Mid. Tiffin 717,745 258,650 835,887 171,372 47,500 Owen Sd. 77,442 Goderich 140,726 429,975 Sarnia, Pt. Ed. Pt. Colb'ne . 60,931 380,529 11,852 Kingston . 395,153 146,503 18,079 351,730 355,960 Prescott 71,120 Montreal 650,053 35,543 4,589 143,069 Quebec 98,777 1,775 Vic. Harbor 123,238

Note.—There are 1,171,668 bushels of U. S. oats in bond at Midland, Tiffin. AMERICAN BARLEY MARKET
Chicago, Nov. 13.—Malting barley

\$1.00 to \$1.25.

| TOT | JGH | WHE | AT |
|-----|-----|-----|----|

Quotations for tough wheat, November 14, were: No. 2 Northern, 91e.; No. 3 Northern, 84e.; No. 4, 76e.; No. 565½c.; No. 6, 58c.; Feed, 56c.

STOCKS IN TERMINALS

Total wheat in store, Fort William and Port Arthur, on Nove mber 10, 1911, was 10,177,696.50, as against 8,436,749.40 last week, and 9,226,955.00 last year. Total shipments for the week were 4,148,688, last year 2,978,009. Amount of each grade was:

| | 1911 | 1910 |
|--------------|--------------|--------------|
| No. 1 Hard . | 5,429.40 | 26,051.30 |
| No. 1 Nor | 420,224.20 | 1,594,554.40 |
| No. 2 Nor | 1,275,409.10 | 3,004,377.50 |
| No. 3 Nor | 2,145,584.30 | 2,325,113.00 |
| No. 4 | 1,350,186.40 | 840,175.40 |
| No. 5 | 873,060.20 | 340,504.20 |
| Other grades | 4 107 809 10 | 1 096 178 00 |

10,177,696 50 9,226,955 00 Stocks of Oats-Ex. 1 C. W... No. 1 White No. 2..... 59,017.18 330,059.01 807,760.03 3,502,895.17 No. 3 White 177,547.06 15,302.22 309,413.34 9,761.25 Mixed .

Other grades 1,059,809,23 2,119,437.04 4,745,676.27 815,771.00 354,943.00 Barley. 606,489.00 Flax..... 919,530.00

Shipments— Oats his year . 962,850 Barley Flax 218,669 121,135 Last year . 1,217,580 67,845 131,043

MINNEAPOLIS CASH SALES

| | Sample | Ma | irke | t. | N | io | v. | | 1 | 1 | | |
|-------|------------|------|------|----|---|----|----|---|---|---|----|-----|
| No. 1 | Nor. whea | t. 1 | car | | | | | | | | 81 | .00 |
| No. 1 | Nor. whea | t. 2 | car | 8 | | | | | | | 1 | .00 |
| No. 1 | Nor. whea | t. 1 | car | ₹. | | | | 1 | | | 1 | .06 |
| | Nor. whea | | | | | | | | | | | |
| No. 1 | Nor. wheat | t, 7 | car | 8 | | | | | | | 1 | .05 |
| | Nor. wheat | | | | | | | | | | | |
| | Nor wheat | | | | | | | | | | | |
| | | | | | | | | | | | | |

WINNIPEG AND MINNEAPOLIS PRICES

The following were the closing prices for grain on the Winnipeg and Minneapolis markets on Saturday last, November 11. A study of these figures will show what the Canadian farmers lose through being barred from the United States markets. It must be remembered that the Minneapolis grades are of a lower standard than those required by the Winnipeg inspection, and all Canadian No. 2 Northern and much No. 3 Northern wheat would grade No. 1 Northern at Minneapolis.

| | Winnipeg | Minneapolis |
|-----------------------|--------------|--|
| No. 1 Nor. eash wheat | 98c. | \$1.04 |
| No. 2 Nor. cash wheat | 95c. | \$1.02 to \$1.021 |
| No. 3 Nor. cash wheat | 90c. | 97c. to 99 c. |
| December wheat | 94 c. | \$1.037 |
| May wheat | 98c. | \$1.08 to \$1.08 |
| No3 White oats | 38½c. | 45 c. to 46 c. |
| Barley | 50c. to 65c. | 75c. to \$1.17 |
| | | The same of the sa |

| No. 1 Nor. wheat, 1 car, poor 1 | .051 | No. 3 Durum wheat, 2 cars | .96 |
|--|--------|---|-------|
| | .04 | No. 2 Hard winter, 1 car | 1.05 |
| No. 2 Nor. wheat, 14 cars | | No. 2 Hard winter, 1 car | 1.04 |
| No. 2 Nor. wheat, 2 cars | .04 | No. 2 Hard winter, I car | .98 |
| | 041 | No. 3 Hard winter, 3 cars | .96 |
| No 2 Nor. wheat, 1 car | 1.04 | No. 3 Hard winter, 3 cars | .98 |
| No. 2 Nor. wheat, I car | 1.031 | No. 3 Hard winter, 1 car Montana . | . 96 |
| No 2 Nor. wheat, I car, Kingheads 1 | 1.031 | No. 3 Hard winter, 1 car | .98 |
| No. 2 Nor. wheat, 1 car | 1.04 | No. 3 Hard winter, 1 car Montana . | .99 |
| No. 2 Nor. wheat, 2 cars, elevator | 1.021 | No. 1 Mixed wheat, 1 car | 1.03 |
| No. 2 Nor. wheat, 1 car | .027 | No. 4 Mixed wheat, I car | . 97 |
| No. 2 Nor. wheat, 1 car | 03% | No. 1 Western wheat, 3 cars | 90 |
| No. 2 Nor. wheat, 4 cars | 1.04 | No. 2 Western wheat, I car | .90 |
| | 1.004 | No. 3 Speltz, 1 car | 1.20 |
| | 1.00 | Screenings, 2 cars, per ton1 | |
| a to the state of | 1.00% | Screenings, 1 car, per ton | |
| No. 3 wheat, 1 car | .981 | No. 3 white oats, 1 car | .46 |
| | 00.1 | No. 3 white oats, 4,000 bu. to arr | .46 |
| | 1.031 | No. 4 white oats, 7 cars | .45 |
| | 1.031 | No. 4 white oats, I car, choice | .46 |
| | 1.014 | No. 3 oats, 1 car, very seedy | .43 |
| | 1.02 | No. 3 oats, 1 car, seedy and dirty | . 43 |
| | 1.001 | No grade oats, 1 car | .41 |
| A TORE OF STREET, TO STREET, THE STREET, STREE | 1.004 | Sample oats, 1 car | 1.13 |
| No. 4 wheat, 2 cars | .99 | No. 4 barley, 2 cars | 1.08 |
| No. 4 wheat, 1 car | .971 | No. 4 barley, 5 cars | 1.11 |
| No. 4 wheat, 2 cars | .96 % | No. 4 barley, 2 cars No. 4 barley, 1 car | 1.09 |
| No. 4 wheat, 1 car No. 4 wheat, 1 car | .981 | No. 4 barley, 1 car | 1.12 |
| No. 4 wheat, 1 car | .97 | No. 4 barley, 1 car | 1.15 |
| No. 4 wheat, 1 car | .974 | No. 4 barley, 1 car | 1.10 |
| No. 4 wheat, part car | 971 | No. 1 feed barley, 3 cars | 1.05 |
| No. 4 wheat, 2 cars | .97 | No. 1 feed barley, 3 cars | 1.05 |
| No. 4 wheat, I car | .981 | No. 1 feed barley, 3 cars | 1.04 |
| Rejected wheat, I car | .85 | No. 1 feed barley, part car | 1.06 |
| Rejected wheat, 2 cars | .81 | No. 1 feed barley, 1 car | .97 |
| Rejected wheat, 1 car, frost | .971 | No. 1 feed barley, 4 cars | 1.06 |
| Rejected wheat, 1 car | .961 | No. 1 feed barley, 5 cars | 1.08 |
| Rejected wheat, I car | .90 | No. 1 feed barley, part car | 1.00 |
| Rejected wheat, I car, frost | .95 | No. 1 feed barley, 1 car | 1.09 |
| Rejected wheat, I car, frost | . 93 | No. 1 feed barley, 1 car | 1.06 |
| Rejected wheat, 3 cars, frost | .82 | No. 1 feed barley, 1 car | .98 |
| Rejected wheat, I car, frost | .87 | No. 1 feed barley, 1 car | 1.114 |
| Rejected wheat, 1 carfrost | 90 | No. 2 feed barley, 2 cars | .88 |
| Rejected wheat, 1 car | . 93 | No. 2 feed barley, part car | .97 |
| Rejected wheat, 1 carf.o.b. | .98 | No. 2 feed barley, I car | .98 |
| No grade wheat, 2 cars | .90 | No. 2 feed barley, 1 car | . 95 |
| No grade wheat, I car, frosted | .84 | No. 2 feed barley, 1 car | . 99 |
| No grade wheat, I ear | . 97 1 | No. 2 feed barley, I car | 1.04 |
| No grade wheat, I car | .88 | No. 2 feed barley, 1 car | 1.02 |
| No grade wheat, I car | 97 | No grade barley, 1 car, seedy | .92 |
| No grade wheat, I car | 97 1 | No grade barley, 2 cars | . 96 |
| No grade wheat, I car No grade wheat, part car | 944 | | 1.07 |
| No grade wheat, I car | .961 | Sample barley, 1 car Sample barley, 2 cars j | 1.10 |
| No grade wheat, 2 cars | .95 | Sample barley, 1 car | .88 |
| No grade wheat, 2 cars | 91 | Sample barley, I car | 1.06 |
| | 1.01 | Sample barley, I car | 1.02 |
| No grade wheat, I car | .931 | Sample barley, 1 car | 1.16 |
| No grade wheat, I car | .83 | Sample barley, I car | 1.11 |
| No grade wheat, 1 car | .86 | Sample barley, 1 car | 1.04 |
| No. 2 Durum wheat, 1 car | .914 | Sample barley, I car to arr. | 1.03 |
| | | Sample barley, I car | :941 |
| | | Sample barley, 1 car | .97 |
| NOV. 8 to NOV. 14, INCLUS | SIVE | No. I flax, 2 cars | 2.00 |
| | | No. I flax, 5 cars | 2 01 |

No. I flax, I car, choice

No. I flax, I car, dockage

No. 1 flax, 3,000 bu. to arr.

No. 1 flax, 1,000 bu. settlement No. 1 flax, 590 bu. to arr. No. 2 flax, 1 car No. 2 flax, 1 car

2.03

2.014

2 02

2.00

2:00

1.95

No. 1 flax, part car No. 1 flax. 2 cars

No. 1 flax, 1 car No. 1 flax, 1 car

QUOTATIONS IN STORE FORT WILLIAM & PORT ARTHUR from

| | a | | | E . | | | | | | WH | EAT | | | | 4" | | OATS | | BAR | LEY | FLAX | |
|------|----------|-----|-----|-----|-----|-----|------|------|-------------|-------------|-------------|----|------------------|------------|----|-----|-----------|-----------|------|-----|------|--|
| ď | 1. | 2. | 1. | | | | Feed | Rej. | Rej. 1 2 | Rej. 1 2 | Rej. 2 2 | | Rej. 2* Seeds | 2 cw. 8 cm | | | Rej. Feed | INW I Man | . Re | | | |
| Nov. | | | 1 | | | | | 1 | | | | 1. | 1 1 | | 11 | 1 | 1 1 | | | | | |
| 81 | 99 | 961 | 917 | 831 | 75 | 671 | 65 | | | 19.0 | | | | 401 38 | 65 | 1 | 1 | | | | | |
| 9 | 991 | 963 | 921 | 841 | 74 | 661 | 64 | | | | | | | 401 38 | 65 | 455 | 50 | | | | | |
| 10 | 981 | 951 | 903 | 881 | 731 | 653 | 623 | | | | | | | 40 1 38 | 65 | 55 | 52 50 | | | | | |
| 11 | 98 | 95 | 90 | 83 | 73 | 65 | 63 | | | | | | | 404 38 | | | | | | | | |
| 13 | 971 | 941 | 893 | 821 | 72 | 64 | 63 | 4. 1 | | | | | | 401 38 | 65 | 55 | 524 504 | | Mil | | | |
| 14 | 971 | 941 | 891 | 821 | 711 | 631 | 621 | | | | | | | 401 381 | 65 | 55 | 52 504 | | | | | |