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41 Princess Street,

WINNIPEG, MAN.

Dairy Trade News.

It is proposed to establish a creamery at the Brassey farm, Indian Head, Assa.

The Dominion dairy station at Moose Jaw, Assa, has made \$10,000 worth of butter this year. The government will continue the station next year.

Prof. Robertson, Dominion dairy commissioner, says the government will next year continue more actively even than this year to assist the dairy interest in the west.

The Montreal Trade Bulletin says: Another car of fresh dairy butter has been received from Manitoba, which was readily disposed of at 14c to 15c.

The St. Cuthbert cheese factory at Lorette, Man., has lately become a joint stock company, and has applied to the government for the loan usual in such cases as provided by a recent act of the legislature.

The annual report of the Manitoba Dairy Association has been published in pamphlet form, as ordered by the legislature. It contains the report of the last annual meeting of the association, together with several valuable papers upon dairy and kindred subjects.

R. Scott, of Shoal Lake, was up last Saturday, says the Birtle Observer, inspecting the product of the Birtle creamery with a view to purchase for a Winnipeg house. Mr. Hettle was also up a few days ago for a Winnipeg house and several other offers of 17 cents for all but the first month's make have been received. The selling committee are holding out for 20c.

The Manitoba Northwestern district produces less grain than any other part of Manitoba, but wholesale merchants in Winnipeg will tell you that collections average better in this district as a rule than in other parts of the country. The reason is that the farmers there give more attention to live stock and dairying, and they always have something which they can turn into money.

Prof. Robertson, Dominion dairy commissioner, says: "Cold storage service on the railways, and a cold storage depot on one of the railway tracks at Winnipeg are necessary to the safe development of the butter business of Manitoba, or the fruit business from the west. Such a storage building would be a safe commercial venture, would probably yield a fair return on the capital invested from the beginning, and would be of very great benefit in putting the butter and fruit trade upon a safe and paying basis."

A dairy school will be established in Winnipeg this winter, under the direction of Mr. Macdonald, provincial dairy instructor. The course will last six weeks, and will be free. At the close of the course, participants will be required to pass examinations, before a certificate of competency will be issued by

the instructor. The school will be fitted with model butter and cheese making outfits. It is Mr. Macdonald's intention to make this a sort of model dairy and creamery, and the special value of such a course to the present heads of creameries and factories in the province can hardly be estimated. The value which will attach to the certificates issued at the end of the course to the successful candidates will be apparent to those whose qualifications to take charge of a creamery or cheese factory may at any time require endorsement. It is intended to make the institution self-supporting by its output of cheese and butter. In addition to the regular day instruction, there will be night lectures for the benefit of all who care to attend. The school will supply a want keenly felt heretofore, in furnishing competent persons to take charge of the new factories which are being opened throughout the country. Many of our present factormen would no doubt find it greatly to their interest to take a course at the school during the dull winter season.

The Elevator Situation at Austin.

Since writing a paragraph upon the elevator situation at Austin, Man., The Commercial has obtained an interview with Mr. Clifford, proprietor of the elevator at that place. Mr. Clifford first expressed surprise that The Commercial should have at all favored the removal of the elevator restrictions. He is a firm believer in the opinion that these restrictions have proved an advantage to the farmer. We may interject the statement here, that The Commercial has frequently stated that we believe the elevator privileges have proved beneficial to the farmers, by building up an elevator system without which the grain trade of this country would be practically paralyzed to-day, and grain accordingly greatly depreciated in price. Returning to the subject, Mr. Clifford says the elevators cost from \$3,000 to \$15,000, and unless they get the handling of the great bulk of the crop, they cannot do it at the present rate of 1½ cents per bushel. Therefore, he argues, if the elevator privileges are removed, the rates for handling grain will have to be advanced. Following the same line of argument, presumably, a stoppage would be put to building new elevators. Mr. Clifford also spoke of the advantage of the elevators in providing storage for the farmers, thus relieving them of the necessity of building expensive granaries for themselves.

At the time Mr. Clifford was interviewed there were seven machines threshing within four miles of Austin, and the farmers were beginning to see that loading into cars was not what it was cracked up to be, though they had been kept fairly well supplied with cars. He pointed out, however, that if loading into cars was allowed generally, no railway could begin to supply cars or

handle the crop and the farmers would have to go back to the elevators, or suffer serious loss on account of the delays. Mr. Clifford considers the elevators of as great necessity to the farmers as binders, and he would do everything to encourage rather than hamper them.

At Austin Mr. Clifford says the quantity of wheat marketed has been a little over 100,000 bushels per annum for the past three years, and it would not pay to run the elevator for less than this amount of grain. Mr. Clifford's elevator is on private property and not on the Canadian Pacific Railway right of way, and is reached by a spur track. This is given as one reason why the elevator privileges were disallowed in this instance. Mr. Clifford, however, allowed all buyers to ship through the elevator, so that though there was only one elevator, there were several buyers in the Austin market.

Our Correspondence Column.

J. E. C.—We do not think that the commodity can be profitably shipped to British Columbia this year. A Winnipeg dealer will write you, giving quotations and other information asked for.

H. S.—An explanation of the grain standards system was given in The Commercial of September 20.

J. E. R.—We cannot place much confidence in world's crop estimates. In many countries no careful system of crop reporting exists and estimates are mere guess work. Even where the best organization for crop reporting exists the estimates are often astray. In the United States, for instance, the wheat crop of 1891 was under-estimated by fully 100,000,000 bushels. When such a huge blunder as this was made in the official reports, what confidence can we have in crop reports of Russia, Argentine, and some other countries which have no systematic mode of reporting the crops. Doctors differ, and so do crop statisticians. Some alleged authorities say there will be plenty of wheat this year, while others make a shortage of 100,000,000 or more bushels. Crop reporting has not been reduced to a science yet, and at best is a very poor foundation to build very hopefully upon.

The American Agriculturist, of last week, contains that paper's annual measurement of the apple crop of the United States. The estimated commercial crop is one of the largest in recent years, approximately 60,000,000 barrels, being 16 per cent over 1894. The volume of the crop exceeds that of any recent year, but the great apple districts east of the Alleghenies show less than an average, while in the central west the crop is the largest ever known. Early estimates reported a short crop, but this is shown to be wrong.