

THE PATRONS' TWINE

(Continued from page 1206.)

to the members of the order at 9½c per pound, leaving a margin of 3c to the executive for cost of handling. The regular dealers sold twine in small lots to farmers at 1c margin over car lot prices. Evidently the Patrons would have done a great deal better if they had taken sufficient interest in home industry to have given the home factories a chance to compete for their order.

EDITORIAL NOTES.

THE new tariff bill went into force in the United States and became law on Monday. According to the constitution of the United States, a bill becomes law as soon as it is signed by the president. If the president neither signs nor vetoes it within ten days, it then becomes law without the signature of the president. President Cleveland has taken the latter course, and shown his disapproval of the bill by allowing it to become law without his signature.

A BILL was introduced in the territorial Legislature at Regina last week, to give threshers a lien upon a sufficient quantity of grain to cover the cost of threshing; also to give threshers priority over all other liens or charges against the grain. The bill was rejected on a small vote. This is no doubt a wise decision. In Manitoba a law was passed at the last session of the Legislature, giving threshers a lien upon grain threshed by them. The wisdom of such grain legislation, however, is very questionable.

As a result of the settlement of the Behring Sea difficulty, a convention has been agreed upon by Secretary Gresham, of the United States, and Sir Julian Pauncefote, British Minister at Washington, providing for a commission to meet at Vancouver to consider the amount of damages to be paid by the United States for unlawfully seizing Canadian sealers during the season from 1886 to 1890, inclusive. Twenty such seizures appear to have been made according to the findings of the Paris Arbitration. An estimate has been made as to the amount of damages amounting to between \$500,000 and \$600,000.

THE Regina Leader calls earnestly for a concerted effort to destroy the gophers. The Leader urges that a bounty of 5 cents for each gopher destroyed should be paid, and that a permanent law should be enacted to this effect. That journal says that the gophers have cost the Regina district \$100,000 this year, through the destruction of crops. In the dry seasons the gophers leave the uncultivated prairie and attack the crops in great number. According to the Regina paper, many farmers in that district would have had some crop where there is now nothing, notwithstanding the drought, but for these gophers or ground squirrels. In any move to exterminate the gophers, the railway grades should not be neglected. The railway grade is said to be a favorite breeding-ground for the gophers. They find it convenient to burrow in the sides of the grades, whence they issue to attack the crops. Mr. Thompson, of the Ogilvie Milling Co., Winnipeg, reports having witnessed experiments in exterminating

gophers, during his recent trip through the country. The plan is to suffocate the gophers by a chemical gas, obtained by placing a lighted candle of the substance in their holes for a few minutes. It is said to kill the gophers in a few seconds.

IN British Columbia the authorities are taking vigorous means to stamp out tuberculosis, and a large number of animals have been destroyed. The law there, it appears, allows the veterinary authorities to order the immediate destruction of infected animals, and the owners are not allowed anything for the animals so destroyed. This seems something of a hardship. Hundreds of animals affected with the disease are being sold to the butchers in other parts of Canada, including Manitoba, and in the early stages of the disease, where it has not made sufficient progress to impair the condition of the animal, it hardly seems necessary to condemn the animals entirely. They might, we believe, be made safely into beef.

Many animals in the earlier stages of tuberculosis would no doubt make more healthful beef than considerable of the beef that is regularly sold in the market. Thorough cooking destroys the germs of the disease. In the case of dairy cows, however, it is different. The sale of milk from infected cows, should not be permitted under any consideration, and every cow whose milk is used for food should be closely examined for tuberculosis. If such an examination were made of Winnipeg dairies, we fancy the condition would not show any improvement over Vancouver, where a large number of cows were ordered to be summarily destroyed.

THERE is more or less discussion every year as to the best time for holding the Winnipeg Industrial Exhibition. The Commercial was about the first journal to urge a summer fair, and we still hold to the belief that the summer season is best adapted to a fair in Manitoba which claims to be anything more than a local institution. Local country fairs which last for one or two days, may do very well in the fall; but a fair extending over a full week, and dependent upon exhibits and visitors from a great distance, could hardly achieve success in the busy fall season. In discussing this matter, the Birtle Eye Witness suggests that the various societies and associations in which the farmers are interested, should meet in Winnipeg at the same time as the Exhibition is held. This is an excellent idea and one which should be referred to the directors of the exhibition. The directors might find it advisable to confer with the officers of such organizations as the Manitoba Dairy Association, the Farmers' Institute, the stock associations, etc., with the object of inducing these associations to hold their annual meetings in Winnipeg during exhibition week. It would be in the interest of the various associations to comply with a request of this nature, as they would secure a larger attendance than could be drawn together at any other time. Some of the live stock associations now hold their annual meeting during exhibition week.

Mallett, jeweller, Souris, Man., advertiser selling out and leaving the place.

Freight Rates and Traffic Matters.

The Montreal Trade Bulletin of August 24th says: The market for grain freights is very dull at 9d to 1s Liverpool, 1s to 1s 3d London, Bristol 1s to 1s 8d and Glasgow 1s 3d to 1s 6d with a good enquiry for space for the last named port. Engagements have been made of sack flour at 4s 6d Liverpool, and 8s 9d Glasgow and London. Cut meats have been taken at 7s 6d Liverpool, and 15s London and Glasgow. Cheese has been engaged at 15s Liverpool and 20s Glasgow and London. Cattle rates are firm at 46s to 50s Liverpool and London, 40s Bristol. A few lots of apples have gone forward, and rates are quoted at 2s 6d per bbl Liverpool, and 3s Glasgow and London. Deals are quoted at 40s Liverpool last half of September shipment. The shipping trade is demoralized, as far as dead freight is concerned and the outlook very discouraging.

The Duluth Market Report of August 25th says: The marine situation is brighter than at any time during the present season of navigation. During the week the rate has advanced from 13c per bushel to Buffalo, to 2c and is strong at that with indications of a still further advance at no distant day. The rate to Kingston is 3½c nominal, there being no demand for tonnage. Shipments were about 475,000 bush. The ore rate is strong at 75c per ton. Lumber is strong at \$1.62½ per 1,000 feet to Lake Erie ports and \$1.75 to Chicago. An advance is looked for next week. The rate on coal is 40c per ton for hard and 30c for soft.

The Chicago Daily Trade Bulletin of August 22nd says: Moderate business with the railroads and rates were held steady on the basis of 20c per 100 lbs for flour and grain and 30c for provisions to New York. Ocean rates steadier, and business light. The rate on flour to Liverpool was 20.30 to 21.75c; wheat, 7½c per bu, and corn 7½c per bu. Provisions 35½ to 41½c per 100 lbs. Glasgow and Antwerp were about 1c over Liverpool rates. Through rates to New York were steady at 6½c for wheat, 6c for corn, and 5½c for oats. Flour rates via lake and rail were steady at 15c per 100 lbs. New England rates were steady at 8½c per bu for corn and 5½c for oats. A fair demand existed for vessel room and Lake rates were firmer at 1½c for wheat and 1 to 1½c for Buffalo, 2½c for wheat to Kingston and 1c for oats to Port Haron.

A new coal tariff has been issued by the Canadian Pacific Railway. There are reductions to many western points from Anthracite, Canmore and Lethbridge. There is no change in the rate to Winnipeg. The old and new rates to some of the principal points are as follows:—

To	From Anthracite.	Canmore.	Lethbridge.
Calgary, old rate.....	\$1.80	\$1.70	\$3.40
" new rate.....	1.65	1.60	3.00
Moosejaw, old rate.....	3.91	3.91	4.05
" new rate.....	3.65	3.60	3.25
Regina, old rate.....	3.91	3.91	4.05
" new rate.....	3.75	3.75	3.65
Qu'Appelle, old rate.....	3.91	3.91	4.65
" new rate.....	3.80	3.80	3.65
Broadview, old rate.....	3.91	3.91	4.65
" new rate.....	3.90	3.90	2.25
Grenfell, old rate.....	3.91	3.91	4.65
" new rate.....	3.90	3.90	3.80
Moosomin, old rate.....	4.19	4.13	4.66
" new rate.....	4.15	4.10	4.10
Virdein, old rate.....	4.42	4.36	4.66
" new rate.....	4.40	4.30	4.25
Brandon, old rate.....	4.71	4.66	4.66
" new rate.....	4.70	4.65	4.40
Portage la Prairie, old rate.....	5.00	5.00	4.66
" new rate.....	5.00	5.00	4.55
Souris, old rate.....	4.76	4.70	4.66
" new rate.....	4.75	4.70	4.45
Glenboro, old rate.....	5.00	4.97	4.66
" new rate.....	5.00	4.95	4.55