

province, and he had no knowledge of the situation. His statements about frost applied solely to the Indian Head district. He therefore did not make the statements attributed to him in the telegram from Ottawa.

Professor Saunders thinks that the damp weather had not caused much damage up to the present time (Sept. 8), but if it continued it would be serious. At Brandon, where he stopped on his way back from the west, he had heard of some cases of sprouting, but thought it was only in a few instances. In speaking of frost the Professor said that no statement could be made as to the degree of frost which would injure wheat. That would depend upon the condition of the grain. All the wheat on the Experimental Farm at Indian Head had been cut previous to the frost, excepting some small patches which had been purposely sown late, to show the advantages, or rather disadvantages of late sowing. One patch, which was ready for cutting, was not damaged to any noticeable extent. Some of this wheat showed a very slight trace of blight or frost, which may have been caused by hot winds, but not sufficient to injure it materially. All the wheat not ready for cutting on the farm was seriously damaged. This would show that five degrees of frost would seriously injure wheat on the green side. The degree of frost was shown by a Government standard instrument.

The Professor stated that some wheat was cut on the Indian Head farm immediately after the frost, while the balance was allowed to stand and ripen. This test showed that the wheat left standing for some time after the frost turned out a much better sample than that cut at once.

CANNED SALMON.

The salmon pack is now practically completed in British Columbia, and the quantity of fish put up is considerably larger than expected. On account of the extraordinary run last year, it was expected that the fish would be scarce this year, as the idea prevailed that a short season generally follows a very heavy run of fish. This did not prove true, however, for the fish were very plentiful this year. The pack would probably have been made very considerably larger, but owing to the depressed state of the markets from the large supply of last year, canners were inclined to curtail the pack. The close season for the sockeye salmon is now in force, and will continue until October 1st. The run of this fish, however, is probably over. The sockeye is the principal variety canned. The cohoes, a species of salmon which follows the sockeyes, are now reported to be very plentiful in British Columbia waters, but the canners will not likely do anything with these fish this year, in view of the low prices prevailing. Spring salmon are also very plentiful this year in the Fraser river, the run being reported as the largest on record on some days, but a large number of these are white-fleshed, and are not suitable for canning. The total pack of salmon last year for British Columbia and elsewhere is estimated to have been 650,000 cases in excess of the requirements of the world for one year. Low prices, however,

may considerably increase consumption. There are four dozen tins usually in a case.

Full information as to the total British Columbia pack has not yet come to hand. The pack on the northern rivers is placed at about 135,000 cases, which is larger than last year by about 25,000 cases. The pack on the Fraser river last year was 303,875 cases, making the total for the province 414,294 cases. The total pack this year will probably be in the neighborhood of 400,000 cases.

The Columbia river has this year made a record of 429,309 cases, against 321,314 cases last year. The Alaska pack is yet to be heard from.

From recent reports there is evidence that low prices is already being felt in increased consumption, and some holders are said to be stronger in their views, and with another large pack there is not much hope for average prices for some time. The *American Grocer* speaks of the New York market as follows:—

"The demand continues active, with prices for Alaska brands very irregular, ranging from \$1 to \$1.20, as to the label; for future delivery offers are plenty at 90 to 95c on the coast, it being no trouble to buy good brands at 90c f.o.b. at San Francisco. An enormous supply here and in England, a total pack of large dimensions is more than the market can stand, and hence the conservative men in the trade are a unit in expressing the opinion that present low figures will be maintained, and thus send an enormous quantity into consumption and add to the popularity of the article. Columbia river brands, \$1.40 to \$1.75; flat tins 25c higher; brands with the key attachment are growing in favor and are sure to become popular with consumers."

POTATOES.

High prices for potatoes in the United States has brought out a larger supply than was expected, and the increase in offerings has caused quite a tumble in prices. At Minneapolis prices dropped from 80 to 85 cents per bushel to 60 to 65 cents, and other markets have also declined. A great many western farmers grow potatoes only for their own use, the price usually being so low that they do not bother about marketing any little surplus they may have over close home requirements. If they have a few bushels more than they need for family use, they are used up around the farm for feed, or perhaps allowed to go to waste. This season has been an exception. The scare of a short crop had the effect of advancing prices to unusually high prices, and with the remunerative figures offered farmers have gathered up all the potatoes they could spare and sent them to market. This is the very plausible way for accounting for recent large offerings. With the usual prices a portion of these potatoes would not have been offered in the market at all, but with the high prices offered a great many western farmers have discovered that they can spare a few bushels of potatoes, and these coming into the market rapidly have caused at least a temporary decline in prices. A few weeks ago very high prices were counted upon for potatoes, but already they have touched a lower figure than was thought possible on this crop. It is questionable, however, if this unexpected supply will hold out long. Potatoes are not grown largely in the northwestern states, and after the farm-

ers have marketed what surplus they can spare, it may be found that the crop is still considerably short of requirements.

CANADIAN RAILWAYS IN THE U. S.

The proposals to place restrictions upon the Canadian railways in handling United States traffic, has created a great uproar in certain quarters of the Republic. Some very strong articles have been written denouncing any attempt of the politicians to interfere with the Canadian roads. In the Northwestern States any restrictions upon the Canadian Pacific would be looked upon as an infringement upon the rights of that section. The *St. Paul Pioneer-Press*, a Republican journal, notes "a concerted attempt to create a public feeling against the Canadian railroads," in order no doubt to assist politicians in passing legislation against these railways. In working up this hostile feeling the home competing roads are taking the lead, and if money and agitation can do it the Canadian roads will be shut out of the United States. On the other hand there are the New England and Northwestern interests strongly opposed to any interference with the freedom of these railways. The *Pioneer-Press* says:—

"As far as the bonding privilege is concerned, it is certain it is immensely more valuable to the United States, in the aggregate than it is to Canada. And any such action as the denial of this privilege now, when our whole Northwestern trade has been built up upon it, would be no less than a national calamity. Free railway intercourse over Canadian railways is an absolute necessity to the Northwest."

The *Minneapolis Commercial Bulletin*, in discussing the same matter, says:—

"The Northwest holds the balance of power on the Canadian railroad business, and the political party that attempts to interfere with the existing traffic relations with Canada, will be very apt to hear from the Northwest in a most emphatic manner when the votes shall be counted. The Northwest is now made up of States. They can the better protect themselves because of that, and will take strong measures to that end if it is necessary. It is sometimes desirable for countries to form partnerships, as well as for individuals, and in this instance the Northwest and Canada have found it to their mutual advantage to entertain close traffic relations. There is excellent prospect that the ocean route will be greatly shortened before many years, at most. The Canadian coast has somewhere along its line a harbor of sufficient size to care for a large proportion of the export and import business of the country, and whether the United States desires it or not, such a harbor will be developed, its advantages will be recognized and the governing bodies of the two countries will be compelled to legislate in its interest. This is a matter of the future, of course, but it indicates strongly the real relation that the United States holds to Canada on this matter of transportation. The interests of various parts of these countries are so closely identified that it will be found an exceedingly difficult matter to attempt any interference with them in a manner that would make more burdensome the transportation of goods by these routes than any other at hand, whether in this country or not. The Canadian railroad question is one that had better be handled carefully by our legislators."