

## Grain Movement.

The number of cars of grain inspected for the month of November is as follows:

1. Hard.....	2621
2. Northern.....	266
3. Northern.....	1135
4. Northern.....	801
5. Feed.....	67
6. Rejected 1.....	27
7. Rejected 2.....	6
8. No grade.....	183
9. No. 4.....	4
10. Condemned.....	3
11. Rejected.....	1
12. Oats.....	1
13. No. 3 extra.....	1
14. No. 3 white.....	10
15. No. 3 white.....	7
16. No. 3 white.....	6
17. Mixed.....	3
18. Feed.....	2
19. Barley.....	2
20. No. 2.....	4
21. Extra.....	21
22. No. 2.....	5
23. No. 2.....	126
24. Rejected.....	15
25. Rejected.....	1
26. Total.....	9,219

For the month of September there were 4,330 cars, and for October 9,556 cars, or a total for the first three months of the crop year to the end of November, of 23,183 cars. Of this total 22,507 cars were wheat, the balance being divided amongst oats, barley and flaxseed. This quantity of wheat would be equal to about 19,700,000 bushels.

As the inspection figures represent practically the entire shipments of wheat (exclusive of flour from interior mills) it will be interesting to compare the movement with former years. In September of 1901 there were 4,793 cars of wheat, in October 7,029 cars and in November 9,734 cars, or a total for the first three months of the last crop year of 22,156 cars, or about 18,500,000 bushels of wheat. From these figures it will be seen that the wheat movement to the end of November is about 1,200,000 bushels greater this year than for the corresponding period of last year.

For the like period of 1900 there were 5,589 cars, and for the three months of 1899 there were 15,708 cars of wheat.

## Calgary Wants C. N. R.

Calgary, N.W.T., Dec. 2.—Calgary board of trade took advantage of the presence of Mr. D. D. Mann and Mr. D. B. Hanna, in the city to-day, to talk transportation, and to interview presented the claims way the

considered coming to Calgary, because it was so much of a C. P. R. town. His recent visit had been a revelation and it would only be a matter of time until they considered the Calgary route. It was, however, the duty to first build the main line.

car also had another car at Deloraine. He was prosecuted under the act for both cars, and fined \$10 and costs.

At Portage la Prairie one dealer had brought up from the east a carload of his own growing, and, therefore, considered that he would not be held li-



Freight at Athabasca Landing for the North Country, to Be Transported by the Water Route. See Article P. 293.

Canadian Northern should touch Calgary. In reply Mr. Mann stated that the depot and said that it was largely due to the sympathy which they had received, because it was a Canadian road that they had decided to press on independent of the C. P. R. or the G. T. R., and in this way would press on to the end. He believed there was enough business in the west for three roads. He had not

## Fruit Prosecutions.

Mr. J. J. Philp, Dominion fruit inspector, has been rounding up some of the country traders who persist in infringing the Dominion Fruit Marks Act. At Souris Mr. Philp found an implement dealer handling a car of apples he had bought from a grower, who had brought them up from Ontario. The grower who had sold the

apple by the provisions of the act. Owning to the misunderstanding he was fined only \$10 and costs.

The Intercolonial Railway, operated by the Dominion government, has given a surplus for the year ending June 30 last, of \$96,825, after wiping out a deficit of \$488,000 for the previous year. This is equal to a surplus for the last year of \$388,000.

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