

be as large as last year, though not amounting to as great a shortage as some predict.

There is one thing which is certain, and that is that the demand for home consumption during the fall and coming winter will be very much larger than ever before in this market, owing to the expansion of the local packing industry, and this in itself will preclude for perhaps some years to come the exportation of live hogs from the province. Last year we were in the anomalous position of exporting live hogs, whilst importing the cured product. We are still importing a considerable quantity of the product, but this is perhaps more largely owing to the limited supply of the raw material than to the lack of home facilities to fill the demand

POTATOES.

The potato question is just at the present time looked upon as one of more than usual importance in Eastern Canada and some parts of the United States. The cause of this solicitude is owing to the severe drought which has been experienced over a large portion of the continent, during the present season. The vegetable and other late crops have suffered more severely than the earlier cereal crops. Potatoes especially in some districts have been almost ruined. So severe has been the loss, that in some sections it is feared there will be a potato famine. In Ontario the outlook was very poor, and dealers there are said to be already inquiring for supplies from other quarters. Potatoes have been shipped from the Maritime Provinces to Ontario in times past, and dealers are now looking in that direction for supplies. In the central Western States the crop is also reported to be short.

In Manitoba the potato crop promises to be a remarkably heavy one, and if the outlook in Ontario is as bad as has been represented, it will be among the probabilities that Manitoba potatoes from the present crop will move eastward in considerable quantities. The area planted to potatoes in this province is not very great, but with present crop prospects it is sufficient to provide a considerable surplus over home requirements. According to the official figures there are about 11,000 acres in Manitoba under this crop, with the estimated yield in different sections varying from 160 to 280 bushels per acre. Returns generally point to an average yield of about 220 bushels per

acre. Ontario dealers might therefore find it to their advantage to look in this direction for at least a portion of the potato supply which that province will be obliged to seek elsewhere than at home.

Next to wheat, potatoes constitute the great vegetable food product over a considerable portion of the civilized world. The probability of a very extended shortage in the crop, therefore, gives the matter considerable importance in another direction. This is in connection with the wheat question. Potatoes being the principle competitor with wheat, it is certain that a considerable shortage in the crop of the former with consequent high prices, would increase the consumption of bread stuffs to an appreciable extent. This aspect of the case is given additional importance from the reports that the root and vegetable crops of the United Kingdom promise a very poor return. Should the shortage in the potato crop therefore turn out as great as has been estimated, both in America and the United Kingdom, it may later on prove a factor in giving a greater value to the leading cereal.

THE RAILWAY SITUATION.

The railway situation has assumed another interesting phase, which has for the time being eclipsed the important question of western connection. The C.P.R. company has at last shown its hand in active opposition to the road, and the policy adopted is one of obstruction. On Saturday, August 20th, the first move was made in the application for an injunction for the purpose of restraining the construction of the road across certain lots in the vicinity of Morris. The party applying for the injunction is a man named Browning, an accountant at Montreal, who is reported to be acting in the interests of the company. The injunction was granted by Judge Taylor; but in the meantime the provincial authorities and contractors, who had an idea of what was coming, succeeded in having the grade completed across the lots, before the official papers could be served. This dexterous move has prevented for the time being the detention of the work. The injunction will now be applied to the laying of rails across the property. Since the first step, three more injunctions have been asked for, to prevent the further completion across lots through which the grading has already been constructed. Sir Donald A. Smith is the applicant for two of these injunctions. The matter

now rests in this shape, until the courts will have an opportunity to pronounce as to whether or no the injunctions shall stand.

In the meantime work is going on steadily upon the road, and the opinion seems to be that the injunctions will not result in materially hindering operations. It is hoped, however, that the obstructions thus thrown in the way may be legally removed in time to prevent the delaying of the work, but it is felt that these attempts to baulk the enterprise should not be tolerated any more than was the veto of the Federal Government. The grading of the road is now about completed, and as the material for ironing has commenced to arrive, it will soon be known what effect the injunction will have in obstructing the work.

Though the present phase of the question has called forth a great deal of comment, and attracted a remarkable amount of interest in outside as well as local circles, yet there is nothing unusual about the proceedings. Injunctions are frequently granted where damage is threatened to a property, and their effect is to delay the further prosecution of the work until the courts can investigate the matter. In the present case something of this nature has been expected all along, and the wonder is that the move was not made sooner. The interesting feature in connection with the injunctions against the Red River Valley Railway is, that an effort will be made in this way to test the validity of the proceedings by the Local Government in constructing the road. In this direction there is evidently ample room for a long and tedious course at law, though just what the immediate future result may be it is difficult to foretell. The local authorities, however, make light of the matter, and announce their determination to prosecute the work vigorously to completion.

One most regrettable feature of the present situation is the number of absurd stories and rumors which have been set afloat. All sensational reports in connection with the past history of this country have been eclipsed in the present instance. Through the efforts of imaginative correspondents, who write at so much per column, Manitoba has been represented as in a state of armed rebellion and with bloodshed imminent. Many other absurd reports have been started—one to the effect that British troops would be sent to coerce the province, and the British press has taken up the discussion vigorously. In the interests of Manitoba, it is necessary to state that a great many of these rumors are entirely without a particle of truth. So far there has been no disposition here to resort to unlawful measures, nor will there be unless such action be forced upon the province.