Opening of the Raymond Sugar Mill.

SHEEP AND PULP.

The beet-sugar factory at Raymond opened on Monday, November 9th, and made a successful run. Owing to the scarcity of labor, the crop of beets was not ready to slice as early as the mill season usually starts. As the mill never stops night or day after beginning, it is necessary to have a good supply on hand to begin with. The work started under Superintendent Hotchkiss, with five thousand tons of roots in the sheds. The construction work was completed ten days before, and the plant handed over to the Sugar Company by Constructing Engineer Bradrick.

The whole crop this year will not exceed twelve thousand tons, or probably ten or eleven, but the beets are testing out well, and the new concern will give two million pounds of refined sugar to the West this year, twice as much next year, and from six to ten million pounds in any subsequent year.

The Sugar Company is expanding. It is being amalgamated with the Knight Ranching Company and the Bar K 2 outfit, with a paid-up capital of a million dollars. The amalgamation of these concerns is intended to help all of them. The horse property of the ranches will facilitate and cheapen the cultivation of the Sugar Company's beet lands, and the pulp of the factory will be available for the finishing of range cattle. The ease with which each interest fits the other means economy and larger total gain. The concern will be called the Knight Sugar Company.

Mr. J. L. Gray and C. Ackers, two local sheepmen, have contracted for a quantity of beet pulp with which to finish 3,000 two- and three-year-old wethers. They will feed along with the pulp a grain ration of a pound a day, besides sheaf oats for fodder. The sheep will be used for local consumption through the winter, and have already been disposed of. This is the first feeding enterprise of any account that has been tried in the district, and the result will be watched with interest. With as complete a ration as that indicated it should be possible to finish lambs at a good profit and make them a first-rate weight by March or April. Consumers would appreciate some young fast-grown stuff in the mutton line, instead of lean rustlers. There is no danger of running ahead of demand with this class of stuff, and it would be a good thing if Messrs. Gray & Ackers would combine with their experiment a bunch of lambs, to see what weight they could bring them to and at what profit? The chief sheep-feeding business of United States is with lambs, and it is only natural to expect that the best return for food can be secured where it is converted to the making of flesh, bone and fat together, instead of to the making of fat alone, as it is in the case of full-grown wethers. The extra profit to be had from lamb-feeding will, of course, depend on how near the price of wethers lambs can be bought for feeding purposes. At the same price per pound, of course, the prospect of large profit is entirely in favor of the lambs, but it is scarcely possible that they can be bought at as low a price per pound as two- and three-year-old wethers.

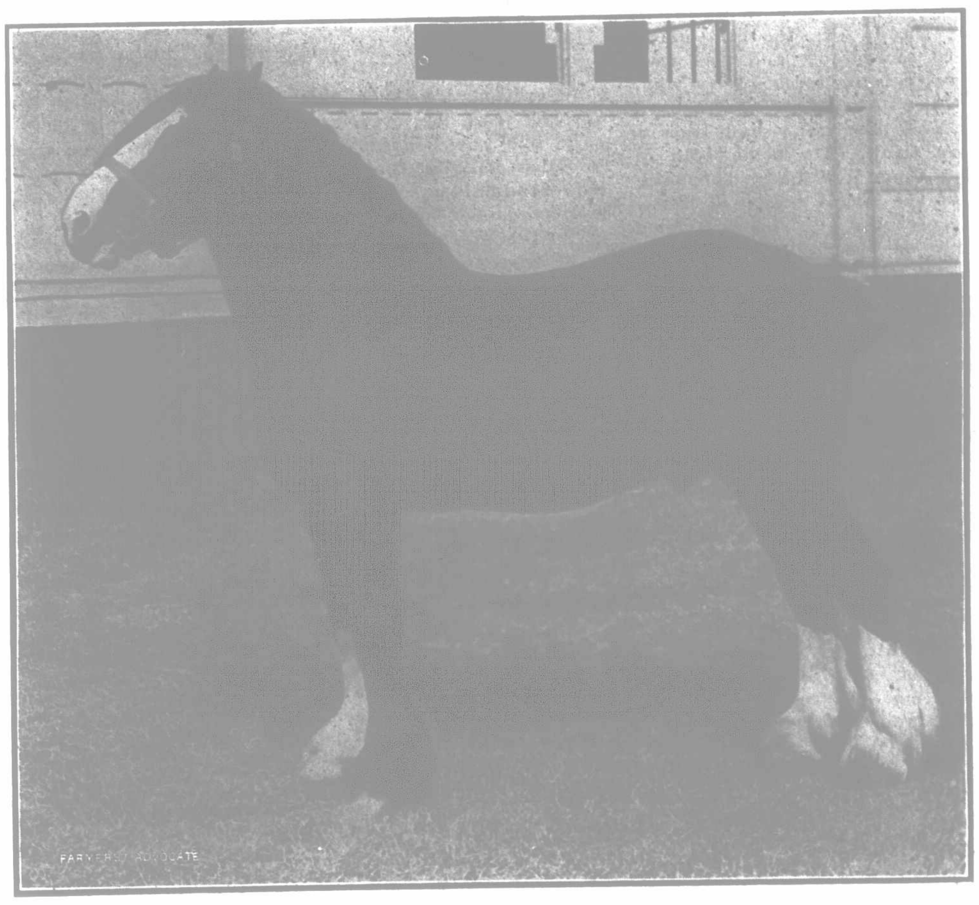
Territorial Swine Purchased and Sold.

As reported in a previous issue, the Territorial Government, early in October, sent out a circular letter to breeders of pure-bred swine within the Territories, stating that a number of breeding animals would be bought for the purpose of being distributed along the C. & E. Railway Line to those who are interested in the improvement of swine. In all, over 180 pigs were reported to the Department as being for sale, and it was necessary to have these pigs inspected to see that they were up to the standard of excellence desired by the Department for introduction into new districts. An officer of the Department visited the breeders, and selected 116 of this number. There would have been a larger number taken if the season had been earlier, but quite a few hogs were undersized and thin, because of the lack of grain to feed them. Had the purchases been made two or three weeks later there would have been more accepted, as threshing would have been more nearly completed and grain at hand for feeding.

The car taking up the pigs started from Moosomin on October 27th, taking from that point 21 hogs—20 Yorkshires from the herds of W. W. Peters, L. W. Griffin and A. P. Crisp, and a Berkshire sow from A. B. Smith. Twenty-two Tamworths were loaded at Wapella from A. T. Bartleman, and at Whitewood five Yorkshires from A. B. Potter's herd. A remarkable bunch of ten pigs were loaded at Grenfell. They were of one litter from a sow sold at the Government sale at Grenfell last fall for about $20. This litter of ten were well fed. Mr. Philip Luch, the owner, hadn't enough feed to carry them along as he thought right, so bought what was necessary. The result was he turned off a lot of straight, well-fleshed, clean hogs that were a great credit to him. The heaviest weighed 256 pound, and the lightest 180. For the ten he received $213. His work is a standing lesson to all breeders of the value of feed in conjunction with good breeding. His hogs were just six months old the day they were loaded. Two Berkshires from J. Hunt were loaded at Wolseley, and 12 Yorkshires at Indian Head from the herds of J. Miller, W. T. Mooney and F. T. Stanner, of Katepwe. C. G. Bulstrode supplied three Berkshires at Qu'Appelle station. The largest consignment was loaded at Regina. Here J. C. Pope supplied 26 Yorkshires, thrifty, growthy, straight, deep-bodied fellows that proved ready sellers. Eight Berkshires were taken from [illegible] K. McInnis, Robt. McKell and Mr. Badley, of Pense. Eight more Berkshires from the pens of John and W. V. Hans, of Caron, were loaded at Moose Jaw, and a bunch of six Yorks taken on at Red Deer from E. Carswell, of Penhold, completed the carload—122 head in all. They arrived at Carstairs in first-class shape, though they had put in several very hot days on the road up. The shipment was pronounced to be a very fine one, and was much appreciated by purchasers at Carstairs, who bid up well and made the best average price of any of the sales of that week. The attendance at all the sales was small, owing to farmers being busy with plowing and threshing. Nevertheless, at Carstairs 12 animals were sold at an average of $17.97 each. There was a very critical crowd at Olds the next day, who said the pigs were not good enough, or were not cheap enough, etc. In fact, it looked as if they did not want pigs, though they said they did, for only four were sold at an average of $14.07. The next day, at Innisfail, ten went under the hammer in short order at an average of $13.70. Some of those sold at this point went at exceedingly low prices. The day following, twelve were sold at Red Deer at an average of $14.59. These prices, too, were much below the value of the hogs. The last point advertised was Lacombe. Here the largest crowd was gathered, and eleven animals sold at an average of $14.50. This, too, was below the actual cost of the stock. The average of the week's sales was $15.17.

Owing to the demand for hogs being somewhat light, the Department found it necessary to extend the sales up the line to Strathcona, stopping at the following points: Ponoka, November 10th; Wetaskiwin, 11th; Leduc, 12th; Strathcona, 13th.

The Department will sustain quite a loss in the handling of this car, but it will have been the means of encouraging breeders of swine in the grain-growing districts, and who may find a local market for much of their produce another year, and, at the same time, this shipment has put into the hands of farmers along the Edmonton Line a large number of pure-bred hogs at very low prices, as compared with what they would have to pay had they been brought in from other parts of the Territories.



VANORA'S PRIDE (IMP.) [3979] (10980).

Four-year-old Clydesdale stallion. Winner of second prize at Dominion Exhibition, Toronto, and Western Fair, London, 1903. Sire Baron's Pride (9122), dam Vanora (9348), by Darnley.

IMPORTED AND OWNED BY O. SORBY, GUELPH, ONT.

Grain Shipment from Halifax.

Many years ago the citizens of Halifax entertained hopes that their city should become a great grain shipping port during the winter months when St. Lawrence navigation was closed. These hopes apparently were also shared by the Intercolonial Railway authorities, who erected a mammoth grain elevator and several piers at deep water in that harbor for the speedy loading of grain cargoes aboard ocean steamers. But the grain did not come, the shorter distance to other points and the influences of American routes proving too powerful obstacles to be overcome. The original elevator was destroyed by fire, and a new one was erected at large expense, which has since stood idle, a towering monument of deferred hope. But conditions now have evidently changed, and there is a prospect that considerable Manitoba grain will be shipped at the port of Halifax during the next three or four months. A gang of men have been at work putting the elevator in condition for use, and the Allan and other ocean steamers expect to carry a goodly quantity of grain from that port during this winter. One of the things which has made it possible to carry grain to Halifax without loss is the reversal of traffic conditions on the I. C. R. For the first time in its history, the west-bound freight traffic on this railway exceeds the east-bound, and thus it is feasible to find return freight for the cars which bring the grain east instead of sending them back empty, which would have been necessary in former years.—[Monetary Times.

Gilbert Plains Agricultural Society.

Notice is given in the Manitoba Gazette that a meeting will be held on Monday, the 14th day of December, at one o'clock, in the Glenlyon Schoolhouse, for the purpose of organizing an agricultural society, to be known as the Gilbert Plains Agricultural Society.

Markets.

Winnipeg Markets.

GRAIN.

Wheat.—Prices have somewhat declined on the local market since our last report. There are no quotations for No. 1 hard. Trading is somewhat dull, and is caused chiefly by depression on the American side. The prices are: No. 1 hard, no quotations; No. 1 northern, 79c.; No. 2 northern, 77c.; No. 3 northern, 73c.

Oats.—First grades, for milling purposes, are in great demand and are somewhat stiff in getting on the market. Best white are in good demand at 32c.; No. 2, 31c. Lower grades, 28c. to 30c. in car lots, on the track, Winnipeg.

Barley.—The market is without change, our last quotations still representing prices. Good barley is still sought for and would probably fetch from 40c. to 42c. The best on the market, in the meantime, is going at from 38c. to 39c.

FLOUR AND FEED.

The trade in flour is brisk. There is a heavy demand, both for export and local consumption. The price for No. 1 patent is $2.35.

Chop and ground feed remain unchanged in price.

Corn meal is selling at $1.85 per sack.

LIVE STOCK.

Cattle.—There has unfortunately been no change for the better in the cattle market since our last report. Shipments continue to go through, and the local market is doing a large trade, in which the butcher is gaining the benefit of the depression, for the Winnipeg consumer has not yet been granted his share of the butchers' low-buying prices.

Hogs.—Prices have farther declined since our last report. The prices now for hogs of weights from 150 to 250 lbs. are 5c. live and 6c. dead weight, with a decline of ½c. to ¾c. for weights over and under in both cases.

Sheep.—Sheep are scarce, and the price continues the same as our last quotations: Mutton, 8c. to 8½c.; lamb, 10½c. to 12c.

Horses.—The horse market is now very quiet, and little is doing in trading of draft horses. Where trade is being done in brood mares and choice animals, the high prices of the season are being maintained.

DAIRY PRODUCE.

Butter remains at the prices quoted in our last issue. Best quality is selling at 18c. to 20c. per pound.

VEGETABLES.

Potatoes are reported scarce, and there has been an advance in price. Farmers' loads are selling at 50c. per bushel.

Turnips are fetching 20c. per bushel; beets, 50c.; carrots, 65c. Cabbage is worth $20 per ton.

POULTRY.

The supply is pretty strong in quantity, but the old complaint of poor, underfed quality is still prevalent. Prices are: Fowl, 9c.; chickens and geese, 10c.; ducks, 10c.; turkeys, 14c.

Montreal Markets.

Montreal, Nov. 30.—Prime beeves sold at 4½c. to 4¾c. per lb.; good to mediums, at about 4c., and the ordinary mediums, at about 3½c. The common stock sold at 2c. to 3c., and the canners paid from 1½c. to 2c. for the culls.

Sheep sold at 2½c. to 3½c., and lambs at 4c. to 4½c. per lb.

Good lots of fat hogs sold at 5c. to 5½c. per lb.