

to 6.19 per cent. But the decrease is more striking in the case of Russia. That country in 1897 supplied Britain with 17.06 per cent. of her wheat imports, while in 1902 she only supplied 6.14 per cent., a decrease of 10.92 per cent. This decrease is all the more striking when it is shown that in 1895 Russia supplied 21.51 per cent. of Great Britain's total imports of wheat. Taking all foreign countries, their share of Great Britain's wheat imports have decreased from 91.11 per cent. in 1897 to 76.20 per cent. in 1902. The wheat imports from the colonies have, on the other hand, greatly increased during this period. Canada has increased hers from 7.84 per cent. in 1897 to 11.33 per cent. in 1902; British India from 0.65 per cent. in 1897 to 8.11 per cent. in 1902; Australia and New Zealand from nothing in 1897 to 3.98 and 0.15 per cent. respectively in 1902. In all, the colonies have increased their wheat imports to Great Britain from 8.49 per cent. in 1897 to 23.57 per cent. in 1902. These figures are significant, and show that the mother country is more dependent upon her colonies than she was for her wheat, and that Russia figures in her sources of supply only to a very small degree.

In regard to other farm products, the one likely to be affected most by the war is dressed or canned meat. But the demand will be only for the cheaper brands. Already some big orders for canned meats are reported to have been placed with the large American packers by both Japan and Russia. As Canada's dressed meat trade has not yet been established we are not in a position to profit directly by this trade.

### The Price of Hogs

As we intimated a few issues ago, the usual low prices for hogs which began last fall, are being continued longer than usual. A year ago at this time select bacon hogs were selling on Toronto market at something near \$6.00 per cwt. Today the farmer has to be satisfied with \$1.00 per cwt. less. By March 1st of last year the \$6.00 limit had been passed and by the end of that month select bacon hogs were ranging at prices pretty close to \$7.00 per cwt. Those who are looking for a similar advance during the next few months are likely to be disappointed. The best information to hand at the present time seems to indicate that the market will not only go any higher, but will likely go lower.

There are several causes given, by those who are supposed to know, for the present apparent dullness of the hog market. The chief one is the increased supplies of bacon being sent to England from Denmark and Ireland. Then the increased supply of hogs in Great Britain itself is given as another reason, while the larger number of hogs marketed in Canada during the past few months has greatly increased the exports of bacon from this country. Likewise the Americans have also been exporting of late increased quantities of their cheap Cumberland sides, which

sell at from 8s. to 10s. per cwt. less than our best Canadian in the British market. The cheaper quality is bought by many of the poorer working people who have not yet learned to appreciate the good qualities of our Canadian bacon sufficiently to pay the higher price asked for it. All these things are contributing to the present slowness of the hog market, which, if we are to be guided by the advice of one in the trade, must go lower rather than higher.

The snow blockade has greatly interfered with the marketing of hogs, which are not coming forward in large enough numbers to supply the immediate needs of the packers. And yet prices have not advanced, which would indicate that there must be an inherent dullness in the market somewhere. However, though things do not look very promising for any great advance on present values for a month or two, we would not advise the farmer to go out of the business of hog-raising. It has been a most remunerative one during the past year or two, and is likely to continue to be so, notwithstanding the present, which we hope to be only temporary, dullness.

### Dominion Exhibition at Winnipeg

The proposition to hold a Dominion Exhibition at Winnipeg in 1904, is meeting with the hearty endorsement of Eastern breeders. At the annual meeting of the Dominion Shorthorn Breeders' Association, held last month, \$1,200 was granted to Winnipeg, an increase of \$700 over last year, to be given in prizes for Shorthorns at the coming exhibition. The Ayrshire and Holstein-Friesian breeders made grants of \$100 each. Other Associations will also give liberal assistance. Not only will they give liberal grants, but all the associations have expressed their willingness to give the exhibition their hearty support.

The breeders have acted wisely in this. One of the best markets they have for their surplus stock is opening up in the West, and the end is not yet. As Western Canada develops and becomes the great agricultural country it is destined to be, the market for pure-bred stock will greatly enlarge. In fact, our American friends, with a keen eye to all new avenues of trade, have already entered that field and are finding a remunerative market there for a large share of their surplus breeding stock. This market should be retained for Canada. But the trade will not come to the Eastern breeder. He must go after it. And one of the best opportunities for doing so is offered him in the coming Dominion Exhibition at Winnipeg.

But the breeders are not the only classes who are interesting themselves in the undertaking. Eastern manufacturers are taking the matter up and preparing to make a big display of their goods in the Western metropolis. We know of more than one manufacturer in this city who has already reserved space for next July, so that the manufacturers' end of the show will be no small one.

There will, therefore, be a good representation of Eastern exhibitors at Winnipeg next summer, and it is up to the people of the West to provide suitable accommodation for them. Suitable and sufficient buildings should be provided not only for live stock, but also for manufactures. Although accommodation of all kinds at the Winnipeg Industrial has been improving each year of late, it will be no easy task to meet the increased demand. But the people of the West are energetic and resourceful, and we feel sure they will cope successfully with this large undertaking. Already, several new buildings are proposed and larger accommodation for all departments arranged for. But in looking after the exhibitor don't neglect the visitor. Hotel accommodation in Winnipeg is none too plentiful at any time, and is taxed to the uttermost at the exhibition season. A Dominion exhibition will bring a much larger number of visitors than usual, and extra accommodation will be required.

At the Winnipeg Industrial in the past it has been the practice to have, for the sake of economy, one judge for a number of classes of live stock. For instance, one man will judge all the dairy breeds of cattle, and another all the beef breeds. This system might well be changed for a Dominion exhibition, and the judging divided up a little more. It would prove more acceptable, we believe, to both Eastern and Western breeders and would greatly facilitate judging and give prestige to the Exhibition itself as a live stock show.

### Railway Taxation

Railway taxation will always be an important topic in Canada so long as we have railways that pay little or no taxes. Though public benefactors in many ways, there is no reason why they should not pay a fair share of the taxes of the country. They enjoy the protection of our laws and the benefits of our civilization, besides receiving large public aid, and should be willing to bear a fair share of their cost.

The unfairness of the present system of taxation by which the railways pay only a nominal rate, was well shown by Mr. H. J. Pettypiece, M.P.P., in a recent address to the Canadian Club at Toronto. He pointed out that while the owners of residential, farm, manufacturing and business property pay a municipal tax averaging \$6 for every \$1,000 actual value, the railways pay only an average of 60 cents. Even this would not call forth such strong criticism if it were not for the fact that while this condition prevails in Ontario, the adjoining States of the Union have a very different policy. For example, the Grand Trunk Railway System pays on its 3,000 miles of track in Canada a rate of only \$60 per mile, while on 1,000 miles of the track running through Maine, Vermont, Michigan, Indiana and Illinois, it pays an average of \$300 per mile. But a more striking example of this inequality in tax rates is shown in the case of the St. Clair tunnel, which