WITH THE FARMERS

FARMERS' MARKETS.

Grain and Feed.

Wheat at elevators..80 to 82c per bus.
Wheat to millers .. 82 to 85c per bus.
New Oats .. .. .. 28 to 30c per bushel
Old Oats .. .. 35c per bushe.
Oats at Elevators .. 22 to 23c per bus.
Feed wheat .. .. 60c to 65c per bus.
Bran, per cwt. $1.15
Shorts per cwt. $1.20
Middlings $1.35
Upland Hay .. .. $10 to $12
Slough Hay .. .. $8 to $10
New Timothy Hay $15
Green feed .. .. $8 per ton

Dairy Products.

Dairy Butter .. .. 20c to 25c per lb.
Dairy Butter to dealers .. 20c to 23c
Creamery Butter.. ..25 to 30c per lb.
Eggs.. .. .. 30c to 35c per dozen
Cheese, local.. .. .. 12 to 13c per lb.

Live Stock.

Choice hogs, 150 to 250 lbs. 6¾c
Roughs and heavies .. .. 4½c to 5½c
Goot fat steers, 1,200 lbs...3¾ to 3½c
Good fat steers, 1,000 to 1,200 lbs. .. .. 2¾ to 3c
Good fat steers, 900 to 1,100 lbs. .. .. 2¼ to 2¾c
Extra good fat heifers, 1,050 lbs. and up .. .. 2¼ to 2¾c
Medium quality fat heifers, 900 to 1,050 lbs. .. .. ..2¼ to 2½c
Extra good fat cows, 1,000 lbs. and up .. .. 2 to 2¼c
Medium quality fat cows, 900 lbs. and up .. .. 2 to 2¼c
Canners .. .. 1 to 2c
Bulls and Stags .. .. 1¼ to 2c
Light weight, poor and thin cattle not wanted.
Good Calves, 125 to 200 lbs...3½ to 4c
Good Calves, 200 to 300 lbs. 3 to 3½c
Choice Killing Lambs .. .. 5 to 5½c
Choice killing sheep .. .. .. 4½ to 5c

Poultry and Dressed Meats.

Young turkeys.. .. 20 to 22c per lb.
Spring Chickens .. 12c to 13c per lb.
Hindquarters of Beef .. .. 7c per lb.
Front quarters.. .. .. 4c to 5c per lb.
Dressed Pork .. .. 10c per lb.

Vegetables.

Potatoes .. .. 35 to 40c
Carrots .. .. 40c per bushel
Turnips .. .. 40c per bushe
Cabbage. .. 40c to 75c per dozen.

FRIDAY'S GRAIN MARKETS.

Winnipeg, Nov. 19.—Wheat markets opened firm this morning on a continued export demand for cash wheat and good buying in the futures, all of which sold ¼ above the close of yesterday. The American markets were from ¼ to ¾ higher, the greater strength being in the near months asd cash wheat. The country receipts are reported to be lighter than for the past few days and farmers are not inclined to sell wheat in store. Meanwhile the demand continues from all sources. Eastern millers and exporters have taken liberally of all grades. The cash wheat demand during the past week has been exceedingly good and the strong reaction of prices before the close today was due to the heavy world's shipments variously estimated at over 16,000,000 bushels, though Bradstreet's places the figure at 16,000,000.

Winnipeg cash wheat—No. 1 Northern, 98¾; 99½; No. 2 Northern, 96¾; No. 3 Northern, 94½; No. 4, 90½; No. 5, 86; No. 6, 79; rejected 1-1 Northern, 93½; rejected 1-2 Northern, 91½; rejected 2-1 Northern, 91½; rejected 2-2 Northern, 89½; rejected 1 Northern for seeds, 93; rejected 2 Northern for seeds, 91½.

Oats—No. 2 white, 44; No. 3 white, 33.

Barley—No. 3, 46½; No. 4, 44½.

Flax—No. 1 N.W., 1.58; No. 1 Man., 1.55.

Winnipeg options: Wheat—November 99, 98½; December 95, 95½; May 99¾, 98¾.

Oats—November 34½; December 34¼, 32¾; May 35¾, 35½.

Flax—November 1.59¼, 1.58; December close 1.51; May close 1.52.

American options: Chicago—December 1.08¼, 1.08½; May 1.05¾, 1.05¾; July 97¼, 96¾.

Minneapolis — December 1.04¼, 1.04½; May 1.05¾, 1.05½; July 1.06, 1.05¾.

MARKET NOTES.

There is a good market now for all kinds of farm produce.

Country roads are reported to be excellent and in some places sleighing is good.

The situation is the same in the oat market. Elevators are not working overtime as farmers are still slow in marketing their grain.

Oats prices at elevators are steady at 23 cents per bushel. On the market square 30 cents per bushel was asked on Monday for new oats. Local dealers will pay 25 cents per bushel in car load lots.

Local millers are still paying a premium over what the Fort William market would fix prices at here. They are paying 85 cents per bushel in carload lots. Feed wheat on the market square is selling at 55 cents to 60 cents per bushel.

On Monday there was more hay on the market square than the demand called for and selling was rather dull. Prices, however, were firm at $15 per ton for good timothy. Local produce dealers quote hay at $13 to $14 per ton.

Baled hay at local points throughout the province is $15 to $16 per ton. An Edmonton dealer paid $15 per ton for baled hay on track at Olds.

Hay west of Edmonton is very scarce, the price at Macleod river being $100 per ton. Potatoes and vegetables are $4 per bushel.

Retail flour prices are: White Rose, $3.10 per cwt; Capitol $3.10; Strong Bakers, $2.60.

Dressed beef was very plentiful on the local market on Monday. A little discount was given on front quarters but the hind quarters of beef sold firm at 7c per lb. Dressed hogs sold at 9 cents to 10 cents per lb.

The old, old story, told times without number, and repeated over and over again for the last 36 years, but it is always a welcome story to those in search of health—There is nothing in the world that cures coughs and colds as quickly as Chamberlain's Cough Remedy. Sold by all dealers.

Live chickens and ducks were offered quite freely. Dressed chickens sold at 12 cents to 13 cents per lb.

The local butter market is stronger. Local dealers are paying the following prices: farmers prints 25c, tubs 24c, and creamery 30 cents at the factories. Butter at local points in round lots is 22c per lb. On the market square 30c per lb is the ruling price.

A car load of eggs is arriving periodically on the Edmonton market from the coast.

Wholesale eggs prices are strictly fresh 35c per doz. and Ontario cased eggs, 31c per doz. Farmers are receiving 35 cents for their eggs at the stores and on the market. Eggs at local points in round lots are 30c per doz.

Vegetables wholesale now at about 1 cent per lb. Potatoes are quoted by dealers at 45c to 50c per bushel, and the market square price is 50c per bushel.

BATTLED FOR SIXTEEN HOURS WITH HIGH SEAS

Steamer Which Foundered Off Passage Island was the Ottawa—Crew of Seventeen Made Landing After Long Journey Along Short at Copper Harbor.

Calumen, Mich., Nov. 16.—The steamer which foundered off Passage Island has been definitely identified as the Ottawa, which, wheat laden, left Port Arthur on Sunday night.

The Ottawa left in a light gale from the northwest with snow, but the storm increased during the night. On Monday morning it was found that the cargo was shifting, but the mountainous seas prevented opening of the hatches to trim the cargo, as the vessel would be inevitably swamped. The heavy seas meanwhile pounded the ship and reduced all the boats to splinters with the exception of a yawl.

Shortly before ten o'clock in the morning the decided list increased, and it became evident she would turn turtle. The crew finally abandoned her, entering the sole remaining boat, the two firemen, who remained by the furnaces until the last, and Captain Birnie having a narrow escape.

The boat was scarcely clear of the steamer when she disappeared, the boiler exploding as she sank. The weather moderating, the yawl made for Eagle Harbor, but by midnight the fifty mile easterly gale made a landing at that point impossible and forced the boat to run before the wind along the short.

With great difficulty and peril Copper Harbor was made, aided by the Gull lighthouse keepers, who went to their aid and afterwards cared for them in the lighthouse. The yawl was badly damaged by the buffeting and only kept afloat by bailing. Three of the crew are reported in a serious condition, also Captain Birnie, as a result of injuries and exposure in the sixteen hour struggle for life on the seas. The captain's injury will probably prove fatal. The owners wired the captain regretting the loss of the ship, but congratulating the captain on saving the entire crew of seventeen men.

Port Arthur, Ont., Nov. 17.—The big storm appears to have about blown itself out, though no boat has arrived since yesterday afternoon. The Wilton and Dunelm are taking grain at the Canadian Northern elevators. The Assiniboia left early this morning for Owen Sound and the Crown at noon for Midland. As all boats which were on the lakes when the storm commenced are now heard from the tug Whalen did not make her intended trip of search about Passage Island and Isle Royal.

CIVIC WORK FOR YEAR GREATEST IN HISTORY

(Cotninued from Page One).

this local improvement has been done. The construction of boulevards, besides beautifying the sections in which they are, make it unnecessary to have large expenditures on subsequent repairs, on account of the streets being carefully drained and the road bed well formed.

Among the thoroughfares boulevarded, the longest portion was on Victoria avenue, from Second to Sixteenth street. In this connection there was also a large amount of tree planting on the boulevards. The success of this work will not be apparent till spring. About 800 trees were set out and the cost of boulevarding and tree planting is about $16,000.

The city's policy in tree planting for the coming year is based on a contract in which the contractor guarantees the growth of the trees by being responsible for planting and care until the second season, after which he is paid in full.

The Kinnaird street bridge has just been completed at a cost of $6,000.

The East End Park has been opened up for exhibition purposes and about $5,000 has been expended there this fall.

The street railway extensions included the line to the packing plant, the line of Jasper east and Syndicate, the line on Vermilion and First street north, and the double tracking of Jasper avenue west and of Whyte avenue, Strathcona.

The electric light and telephone extensions have kept pace with the growth in the suburbs and throughout the city.

Summing up the largest expenditures of the year for public works have been as follows:

Power plant	$320,000
Paving	125,000
New water main	40,000
Water and sewer	40,000
Plank sidewalks	16,000
Boulevards	16,000
Kinnaird st. bridge	6,000
East End Park	5,000
Opening streets, etc.	4,000

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MACHINERY REEKS WITH NON-UNIONISM

Statement Made by President of Machinists' Union in Support of Amalgamation of Two Factions Allied With A. F. of L.—Difficult Problem Settled.

Toronto, Nov. 18.—The tenth day of the convention of the American Federation of Labor was taken up by the report of the executive committee on adjustment. Questions of importance to international labor movements were considered and disposed of.

The case, which is the most generally familiar to the trade unionists throughout the United States, and which occupied the greater part of the dap, was that of elevator constructors and the machinists. Chicago has been the principal seat of trouble between these organizations.

For two years there has been trouble between the two organizations on the question of jurisdiction in the works. The elevator constructors would have control of the situation for a while, then the machinists would get in and this changing of conditions would be repeated over and over again.

A motion was adopted directing President Gompears to investigate the Chicago trouble under discussion and report his findings to the executive council. A motion was adopted instructing the ordering out of the machinists at present working for the Otis Elevator Company, pending the investigation and report thereon.

Subsequently a recommendation providing for an amalgamation of the elevator constructors with the International Association of Machinists was adopted. The plan was adopted by a referendum vote of both organizations, and will result in the formation of a district of elevator constructors under the Association of Machinists with the control of its own peculiar trade matters left to the control of such district.

During the discussion of this subject, Jafes O'Connell, international president of the machinists' union, made a statement which startled the delegates and visitors. He said:

"There is not a piece of machinery going into the plants of North America that is fairly [illegible] Millions of dollars worth of machinery that is reeking with non-unionism is being erected. Tens of thousands of men in the metal trades will receive incalculable benefit if the principle in the proposed amalgamation is carried out and extended."

CHAIN OF G.T.P. HOTELS.

Hostelries to Be Built at Saskatoon, Wainwright and Edmonton.

Saskatoon, Nov. 18.—Ratepayers here today carried two money by-laws, one providing for the building of a foota bridge on Twentieth street across the C.N.R. tracks, and another for the extension of the fire appliances.

The former has been a live question fo some time on account of the complication with the railway company, but the carrying of the bye laws today settles the question, the city paying $18,000 for this improvement.

Saskatoon will probably have a large Grand Trunk Pacific hotel erected in the city in the near future. Already a company, capitalized at $500,000, is being organized for the purpose of erecting and maintaining a chain of hotels located along the G.T.P. A number of leading contractors of Winnipeg are on the directorate and already one of them has been in Saskatoon in connection with the enterprise.

He expects to select a site, and he stated while here that the syndicate would build hotels at Edmonton, Wainwright, Saskatoon and other points. He also stated that he had been approached at Waterous, and the company would consider that town as a suitable point upon his return to Winnipeg.

Famous Diamond Not Lost.

New York, Nov. 18—Stories to the effect that the famous Hope diamond went down with the wreck of the French steamer Seyne when that vessel was rammed by the Onda off Singapore a few days ago are not credited by a prominent Fifth avenue jeweler who is said to know more about the diamond jewel than any other man in this country. Discussing the reported loss of the gem he was positive in the belief that it was not at the bommom of the China sea. He declared that he has information that it was disposed of by auction in Paris recently.