

## MANITOBA CROP BULLETIN.

The first official crop bulletin this season was issued on June 14, as heretofore referred to in The Commercial last week. Following is a more extended review of the bulletin.

Area Under Crop.		Area Under Crop.	
District.	Wheat Acres.	Oats Acres.	Barley Acres.
North-western	210,430	129,560	30,250
North-eastern	110,000	110,000	59,740
North-central	353,940	110,000	83,000
South-central	524,200	151,000	80,000
South-eastern	162,580	102,000	74,800
Total	2,039,940	725,060	329,790
Total area under Flax			
North-western	11,000	11,000	11,000
North-eastern	11,000	11,000	11,000
North-central	11,000	11,000	11,000
South-central	11,000	11,000	11,000
South-eastern	11,000	11,000	11,000
Total	55,000	55,000	55,000
Increase in area under Wheat			
North-western	11,000	11,000	11,000
North-eastern	11,000	11,000	11,000
North-central	11,000	11,000	11,000
South-central	11,000	11,000	11,000
South-eastern	11,000	11,000	11,000
Total	55,000	55,000	55,000
Total increase in area under grain crops			
District.	Potatoes Acres.	Rye Acres.	Acres.
North-western	3,500	1,540	1,540
North-eastern	3,500	1,540	1,540
North-central	3,500	1,540	1,540
South-central	3,500	1,540	1,540
South-eastern	3,500	1,540	1,540
Total	22,005	12,175	12,175
Total area under grain crops			
District.	Potatoes Acres.	Rye Acres.	Acres.
North-western	3,500	1,540	1,540
North-eastern	3,500	1,540	1,540
North-central	3,500	1,540	1,540
South-central	3,500	1,540	1,540
South-eastern	3,500	1,540	1,540
Total	22,005	12,175	12,175
Total area under all crops			
District.	Potatoes Acres.	Rye Acres.	Acres.
North-western	3,500	1,540	1,540
North-eastern	3,500	1,540	1,540
North-central	3,500	1,540	1,540
South-central	3,500	1,540	1,540
South-eastern	3,500	1,540	1,540
Total	22,005	12,175	12,175

The following table, for the convenience of reference, gives a comparison of the area in crop for 1902 with that of 1900 and 1901:

	1900.	1901.	1902.
Wheat	1,457,396	2,011,635	2,039,940
Oats	158,111	689,951	725,060
Barley	158,111	5,500	329,790
Flax	20,437	20,978	41,200
Potatoes	24,429	22,005	22,005
Roots	7,482	10,274	12,175
Total crop area	2,122,500	2,961,409	3,189,015
Live Stock.			
North-western District	1,540	22,920	22,920
North-eastern District	1,540	15,460	15,460
North-central District	1,540	15,460	15,460
South-central District	1,540	23,200	23,200
South-eastern District	1,540	28,840	28,840
Total	6,000	119,835	119,835

Seeding commenced in some parts of the province as early as the first of April, but was not general until about the 15th. In most parts of the province wheat seeding was not finished until May 24. Oats and barley and other crops were sown to the end of the first week in June. Flax was sown as late as June 10. Seeding was greatly retarded in the parts of the province by the heavy rain-fall throughout the month of May.

There was more rain during seeding than farmers desired, resulting in a few cases, in a decreased acreage in wheat. This has been amply compensated by the wonderfully rapid growth which all crops have made. A feature of the past season was the heavy rainfall in March, there being an average of 1.75 inches. April was the driest month, with only .05 inches for the points reported. The rainfall for May was the heaviest on record for that month, but only .48 inches compared with .91 in 1901; 24 in over 1.75 inches in 1890 and .37 inches in 1898.

Grass, like grain crops, has made remarkable progress under the prevailing favorable influence of the pastures are in the finest possible condition. Hay meadows are now flooded

and, if they dry sufficiently by haying in time, the crop will be equal to that of last year in quantity, and superior in quality.

Respondents are almost unanimous in their reports that all kinds of abundance of fodder of all kinds and coarse grains has enabled farmers to report are to the effect that the cold wet spring, and heavy work of seeding has somewhat reduced the condition of horses. In most localities farmers have a surplus of hay on hand owing to the early date at which cattle were turned on to summer pastures.

Most of the creameries in the province opened for the season's work between the 15th and 20th of June. The season being somewhat backward, the high price of feed stuffs, the continuous rains making it so hard to travel, have all tended to delay the early make, and although the cattle have been turned on to a small quantity has been put upon the market at this date. The fine condition of the pastures at the present time almost assures an increase over last year's total make, and the feeling at present is that the raising price will be higher than last season.

On maps, prints, drawings, engravings, photographs, plate lithographs, (specifications), sheet music, without additions (not written), printed forms (without writing of any kind), or other, entomological and mineralogical specimens, the rate shall be two cents for the first four ounces or fraction thereof, and one cent for each additional ounce or fraction thereof.

Seeds, cuttings (but not cut flowers), bulbs, roots, bedding plants, acorns or

graffs, and patterns and samples of merchandise shall be subject to the rate of two cents for the first four ounces or fraction thereof, and one cent for each additional two ounces or fraction thereof.

Merchandise or miscellaneous matter in general, including blank books, dry goods, hardware, and other goods, shall be subject to the rate of two cents for the first two ounces or fractional part thereof, and two cents for each additional two ounces or fraction thereof. All mail matter passing between the United Kingdom, India, and any other part of the Dominion (except such as is paid for at the letter rate of two cents per ounce or fraction thereof, circulars not exceeding two ounces and newspapers from the office of publication) the postal rates shall be double those charged on the same amount of matter passing in any other part of the Dominion.

Romance of Lloyd's.  
(London Daily Express.)

"Run away from Capt. John Brady, a lanky Moor, about twenty years of age, bow-legged, with a light colour of coat, a white waistcoat, and a pair of Shanny breeches. Whoever gives notice of him at the aforesaid Captain's House, 200 Whitehall Lane, or Mr. Lloyd's Coffee House in Tower Street, shall have 20s Reward and their Charges."

The coffee-house referred to in this quaint advertisement, which appeared in the London Gazette more than two centuries ago, was destined to develop into Lloyd's great marine insurance exchange, which today forms a fascinating chapter in the history of British maritime commerce.

There is nothing romantic in the appearance of the great room over the Royal Exchange, in which the business of Lloyd's is carried on, and the number of city men—the underwriters—are seated at little tables covered with papers, a number of others—brokers—walk in from time to time to effect insurance. Others, again, are reading announcements on the wall, or diving into massive volumes, having the word appearance of Brodribbington ledger.

Lloyd, indeed, that appeals to the imagination is apparent, yet the traditions of this place are full of tales of peril by sea, of ships that have never returned, of men who, for the sake of profit, have sacrificed their lives to a cruel death, and of crews who, after strange and wild adventures in the deep, have come back as from the grave.

The primary business of Lloyd's is the insurance of ships, their cargoes, and freight. But there is practically no risk that cannot be covered here. The lives of Londoners are frequently being insured, and insurance against burglary and fire is of every-day occurrence. Nor is it all unusual for husbands to provide, by means of insurance, against the birth of twins.

The intelligence system at Lloyd's is a thing to marvel at. From innumerable correspondents, movements of ships are flashed over the wires to be posted up for the information of the underwriters. The great volume of this information is at once entered, and here can be found the position of every British ship at any date and place at which she was last spoken.

The "Captains' Register" has well been described as a biographical dictionary of the whole of the certificated commanders of the British mercantile marine. In the register is entered the date and place of the worthy skipper's birth, a record of his progress at sea, the ships he has commanded, and, if he has lost, and the result of the subsequent inquiry.

Many of the biographies wind up with an entry significant of the triumph of the commander. The skipper is sleeping under the sea gives up her dead.

A veteran merchant captain was taken the other day to Lloyd's and shown his own complete biography in the register. The old salt gasped, and after he had given vent to divers exclamations of surprise, he turned to the ultimate fate of his crew or organs and other portions of his person. The register, however, was so difficult that black art was not mixed up in the transaction.

There is another register of a more sinister type known to Lloyd's. It is a confidential index of British ship-owners, with the history of their ships,

the number of shares held by the owners, the number of shares mortgaged, the trade of the ships during the year, the names of the owners, and one them, and other important information. If the firm lost ship after ship, if the entries "foreign" and "lost" appear in monotonous succession against the names of their vessels, the owner is almost to be drawn by the underwriter.

Within ten recent years one fleet was depopulated of all its ships, and steamers, a fact that the underwriter would be bound to note.

The London Gazette, of the first objects to attract the attention of the visitor to the underwriters' room. Several thousand copies of the Gazette are in this volume in the course of the year. The day after one great storm the clerk entered with the task of making the entries began working assiduously at ten in the morning, and at four in the afternoon he had not completed his tale of disaster.

The overdue market forms a special department. The gentlemen who confine their attention to this class of insurance are known to their fellow underwriters as "overdue brokers." Business here is of the most speculative character, and large sums have been made and lost with great rapidity. Not long ago, at half-past eleven in the morning, an underwriter accepted an insurance of a ship, and, unfortunately, the ship was hopelessly overdue at the huge premium of eight guineas per cent. Before the London Gazette was published at Lloyd's told twice, and the error announced to the listening members that the ship had been satisfactorily transacted this for the fortunate underwriter.

The fluctuations in the quotations are often sensational. On a recent Tuesday afternoon the price asked for insuring a ship was four guineas per cent. The following morning the quotation was forty, and by Thursday it had reached a sixty-five guineas. On Thursday afternoon the news was received of the ship's arrival.

"There is a story told to the famous bell that hangs just inside the entrance to the underwriters' room. It was once the ship of the frigate Lutine, which went down in the Zuyder Zee in 1769, only a single member of this place was on board. The Lutine was originally a French ship, but, having been captured, she became the property of British mariners. The time of her wreck she had on board treasure to the value of upwards of £100,000. The ship was owned by French merchants, who had in some way or other arranged for it to be conveyed to Hamburg in a King's ship. Many efforts have been made to recover the treasure, and a certain amount has been brought up, but most of them that to this day belong to the value of nearly £100,000 lie at the bottom of the sea where the Lutine went down.

The bell, after being many years in the deep, was recovered, and, to-day, when the news of the loss of an overdue ship is received at Lloyd's, it is solemnly tolled, and the underwriter who then announces the name of the lost ship to the listening members. If an overdue ship is lost, the bell is tolled twice, and whenever it speaks, either for good or evil, the room is filled with a hush.

The "posting" of a ship at Lloyd's never takes place until all hope has been abandoned, and the ship is going up of a notice that she has left. On a certain day and hour she is posted, and the ship is then posted the insurance money becomes payable, and her crew are compensated for their loss.

No ship that has been posted as missing at Lloyd's has ever been known to return. But to the knowledge of all, after having been cast away on distant islands, lost crews have come back, and the ship has been Enoch Arden on a wholesale scale.

A London cable of Monday says: "Lord Strathcona, who is to-day said to be regarded with the greatest satisfaction by the Government, has taken advantage of the splendid opportunity offered for the extension of his trip to the Continent, and has been in the United Kingdom, with the British Government, to discuss the proposed scheme of British emigration to South Africa, Canada would be disappointed in any attempt to apply the scheme devised, which applied to South Africa only."