

sonal interests in the matter. They would not be dominated by exporters, millers or producers, but would be actuated only by the desire to make a grade to meet the exigencies of the crop.

In establishing permanent grades, the first thing to be taken into account is the fact that the trade is now principally an export one. It will therefore be necessary to make the permanent grades suited to the demands of the export trade. As Duluth is our principal competitor, and as Duluth sets the standard for the export trade, on account of the much larger quantity of wheat which they have for export, it will be necessary to be governed largely by Duluth grades. Probably the most satisfactory grades we could have would be to make them practically the same as Duluth grades. Our grades as now established by Act of Parliament meet these requirements. Therefore, if the standards fixed for this crop are discarded as requested by resolution of the Winnipeg Grain Exchange, and the Act is allowed to govern the grades this year, instead of the standards governing the inspection, the export trade of Manitoba will be placed on about an equal footing with Duluth. The Commercial does not believe that anything is to be gained by keeping up a very high standard. What we want is a commercial standard, such as is suited to the average wheat crop of the country. Experience has shown that our grades will not bring any more than Duluth in import markets, by making them a little higher. A fair standard, which will take in a large portion of the crop in the No. 1 hard grade, one year with another, and which will place us on about an equality with similar Duluth grades, would seem to be best suited to the interests of our producers and exporters alike. Such a basis would neither be inimical to the interests of our millers, as the latter buy their wheat mostly direct from the producers and in that way they can buy by sample and need not be governed by the grades.

FEED THE LOW GRADE GRAIN.

Manitoba has an immense crop of feed grains this year. Both the oat and barley crops are by far the largest ever produced in this country. Not only was the area sown to these two crops larger than in any previous year, but the yield per acre is the largest ever produced here. Besides these two coarse grains there is a considerable quantity of low grade wheat, which cannot be sold for shipment at a profitable price. What is to be done with this grain? is the question. If there is any way in which it can be used to better advantage than to sell it for the low price offered by shippers, it is worth while considering it. The Commercial claims there is a way to dispose of our low grade wheat and other feed grains to far better advantage than to sell it for shipment. The plan is to feed it to live stock. Damaged wheat, which would not bring 30 cents per bushel for shipment, can be converted into beef and pork, and return a value in this way of 40 to 60

cents per bushel. This has been shown by actual experiment, time and time again, and the fact is so well known that we will not waste any space proving it here.

What we would like to say to every farmer in Manitoba is: Don't sell your young stock. Don't sell any lean stock. Under ordinary circumstances it is not profitable to sell young cattle—that is cattle before they are fully matured for beef. The farmer who raises a steer to the age of two years and then sells it, particularly in a lean condition, practically throws away the profit he should have out of the animal. A steer at two years old is just getting into shape to make some money out of it. Speaking as a general rule, there is more money in finishing animals for the market than there is in raising them to an age when they are ready to be prepared for the market. If this is true in an ordinary year (and it is a generally accepted belief), it is doubtless true in a year like the present, when the whole country is fairly groaning with its load of cheap feed grains.

Farmers are now selling young and leanish cattle at a price of from 1½ to 2c per lb. This is a great mistake. It is an enormous waste. Don't do it. Keep all young or lean cattle and feed them for the spring market. In the spring of the year cattle always bring a much higher price. The reason for this is, that the range cattle are not fit for the spring markets. The range cattle cannot be placed on the market until they have been fed up on the new grass. This is the farmers' opportunity. The ranchers have no grain to feed cattle for spring markets. The farmer can take advantage of this and place his cattle on the market at a time when he will have no competition from cheaply fed range cattle. It should be the aim of the farmer to have his cattle ready for the early spring market, and in Manitoba, with our large crop of feed grains, there is a double incentive to this course, to say nothing of the saving in freight rates by condensing rough grain into beef, pork, bacon, butter, poultry eggs, etc.

We hear of sales in Manitoba this year of young cattle to be sent west to the ranges. In certain cases farmers may have been compelled to part with such stock; but, unless they are obliged to do so from force of circumstances, we cannot conceive why a farmer should deliberately throw away the profits in view in this way. As we have already said, the best part of the profit is in finishing the animals for the market, after they have been raised to a certain age. The same rule applies to hogs. We have seen large numbers of little pigs marketed here in the fall. This is a loss, unless owing to an absolute scarcity or very high price of feed grains. Don't market any little pigs this year. There is dead loads of cheap feed in the country. Turn it into pork for next summer's market and you will double the price which could be realised from the grain to sell for shipment. If farmers have the buildings and facilities for handling stock, it would pay them, in many cases, to buy stock to feed, rather than to sell their feed grains

or low grade wheat at the prices available for shipment.

EDITORIAL NOTES.

LAST year we spoke of some of the expenses of harvesting a big crop. A big crop is not without some disadvantages. One of these, in a country like Manitoba, is the delay caused in preparing for the crop of the following year. Owing to the vast amount of labor required this year to save the big crop. Farmers are much behind with their fall plowing, and unless the fall is an unusually open one, the amount of fall plowing done this year will be limited. The curtailment of the area of fall plowing would mean a reduction of the wheat crop area next year, unless the farmers resort to the custom of sowing wheat on stubble land, without plowing.

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SOME very important resolutions were passed at a meeting of the Winnipeg Grain Exchange, held on Monday last. They will be found elsewhere in this issue of The Commercial. One of these resolutions, dealing with the fixing of the grain grades, we have discussed at some length editorially this week. Another important resolution is that which requests the department to reject the standards as fixed this year by the western grain standards board and have the grading done according to the act covering the grading of grain. The effect of this resolution is to leave the grain trade for the moment in a very unsatisfactory state, as it is uncertain now what will be the result. Until the department either rejects or confirms the standards, the trade will not know whether to work on the standards or on the act. It is therefore very urgent that a decision should be given at the very earliest moment. Another important resolution is that requesting the appointment of weighmasters at Winnipeg and Emerson. Provision has already been made for such officials, by an act passed three years ago, at the request of the Winnipeg grain trade. The appointment of such officials, however, has never been made. By the appointment of such officials, any person shipping a car of wheat to Winnipeg could have it weighed here by a government official and the weight certified to, thus providing authentic proof in case of claims for shortage. Cars shipped out by the Northern Pacific could be weighed at Emerson, which is an inspection point like Winnipeg. It is presumed the inspectors would look after the weighing of cars. A weighmaster was not asked for for Fort William, as the weighing is done there by Canadian Pacific Railway officials, the elevators there being owned by the company. Owners of elevators at Winnipeg and Emerson are anxious to have weighmen appointed, as they have frequently had trouble about claims on account of cars not turning out full weight as shipped. It would also be a matter of great satisfaction to shippers to have an authentic official report of the weight of cars.