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With the Farmers

WINNIPEG MARKETS.
BUTTER (Creamery)—Is lower than a week ago. Jobbers are asking for choice creamery, fresh churned bricks, 30c per pound.
BUTTER (Dairy)—Jobbers are asking for bricks, 25c; rolls 25c; selections, 25c; straight yellow, 22c; pasty, 19c.
EGGS—Prices are a shade easier. Jobbers are paying 18 and 16 1/2c per dozen at country points.
DRESSED MEATS—Hogs are a half cent higher. Others are unchanged. We quote: Beef, 7 1/2 and 8 1-4c for city dressed; mutton, fresh killed, 12 1/2 and 14c; dressed hogs, abattoir killed, 11 1/2c; dressed lamb, 14c.
TURKEYS—Jobbers are paying for live weight: P. W. 5c; chickens, 10c; turkeys, 14c; ducks, 10c. f. o. b. Winnipeg. Dressed poultry—Chickens, 13c; fowl, 10c; turkeys, 16c; ducks, 12 cents.
HIDES—We quote: 6 and 7c per pound for green cured country hides, according to quality, delivered in Winnipeg; sheepskins, 50c and \$1; shearings, 10 and 25c.
WALLOW—No. 1 yellow is worth 5 1/2 and 6c per pound; No. 2, 4 1/2 and 5c, delivered to the trade.
WOOL—Manitoba wool is bringing 12 and 13c per pound on car; 13 and 15c for fine or medium.
SENECA ROOT—Remains unchanged. We quote 38 and 40c per pound.
CATTLE—We quote: Best butcher's cattle, 4 and 5 1/2c; lower grades, 3 and 4c, weighed off cars. Winnipeg 5c per head. Freight charges.
SHEEP—The market is unchanged. Choice mutton sheep are worth 7c and lower grades, 6c; lambs, 7 1/2c.
HOGS—Live hogs weighing from 150 to 250 pounds are bringing 37.75 per cwt., and 350 to 300 pound hogs, 35.75 per cwt., off cars Winnipeg.

GRAIN AND FEED.
 Business in grain and feed has been fairly good this week. Loose hay, farmers' loads, advanced. Oats are firmer. Timothy is quoted higher, there is none offering. Flaxseed is still rising.
Quotations.
 Milled—wheat, \$17.50 per ton in bulk, delivered to the trade; shorts, \$18.50.
 Ground Feed—Oat chop, 32c per ton delivered; the trade; barley chop, 32c; dried barley and oats, 32c; oil cake, 33c per ton.
 Cornmeal—\$1.70 per sack of 98 lbs.; 50c per half sack.
 Oats—No. 1, oats, 41c; No. 2, oats, 41c per bushel, carlots on track, Winnipeg.
 Barley—No. 3, 44c per bushel; No. 4, 43c per bushel, carlots on track here.
 Flaxseed—\$1.33 per bushel for No. 1. Hay—Baled, in carlots, on track, \$15 to \$18; loose hay, farmers' loads, \$15 to \$18, timothy, \$16.

VANCOUVER MARKETS.
Produce.
 (The Commercial).
 Mutton is firmer. Ontario eggs are easier. Ontario creamery butters, 32c and quoted at 30 1/2c. Other prices are unchanged.
Quotations.
 Dressed Meats—Beef, 9 1/2 and 10c; pork, 10 and 11 1/2c; veal, 10 and 12 1/2c; mutton, 16c; frozen mutton, 12c.
 Cheese—Larg, 18 1/2c; twins, 16 1/2c; Stiltons, 18 1/2c; new Ontario fudder cheese, 15 1-4 and 16c.
 Eggs—Oregon eggs, 25 and 26c per dozen; local eggs, 27 and 29c; Ontario, 24 1/2 and 25c.
 Poultry—We quote: Turkeys, 18c per lb.; geese, 16c; ducks, 18c; chickens, 20c; fowl, 15c.
 Butter—Local creamery, 35 and 40c; flat California, 33; Oregon butter, 30 and 32c; Ontario creamery 26 1/2c.

CITY MARKETS.
 From Wednesday's Bulletin.
 Hay reached a record price to-day on the farm market. Upland hay sold for \$28 when is the highest quotation ever given in the Edmonton city market.
 The ruling prices are as follows:
 Upland 18 to 25 per ton; rough 315 to \$22.
 Oats are ranging at profitable prices and as high as 38 cents has been paid on the market. The general run of the market is from 30 to 32 cents.
 Hogs command from 5 1-2 to 7 live weight. Beef, 4 1-2; veal, 10 dressed and 1 1/2 live weight; mutton is scarce at 7 live weight.
 Poultry prices are not quoted; none offering.
Produce.
 Butter is scarce. Price rare: Dairy in prints, 30 cents; in tubs, 26c; eggs are scarce at 20c.

STORY OF A RUNAWAY STEER.
 From the columns of the Toronto Telegram comes this graphic account of a runaway steer, whose adventures go to prove that not all steers of spirit are grazing on Alberta ranches.
 The steer ran amuck in Todmorden, a quiet hamlet lying outside the larger hamlet of Toronto, and the Telegram tells it so:
 "A great black Galloway steer with eyes of blazing coals and flanks quivering, dashed like a black fury through the hastily deserted streets of Todmorden. The populace sought hasty shelter and retired precipitately behind trees, fences and houses; but one lady, in her haste to escape, was caught by her dress in a nail in a fence and was frightened into hysterics as the roaring fury came ever nearer. Fortunately, the crazed Galloway's viciousness was swallowed up in flight. Moments that seemed like years passed—and then the great black body went hurrying by like a thunderbolt to the bay—and then the lady was rescued from her swooning peril.
 The ebony monster which evaded the terrors and the handfiles for eight tireless hours, was a fine steer which had been penned by Mr. Jesse Dunn at the pens of the Good-

urban buyers, near Ashbridge's bay—penned, not to make a "Roman holiday," but for the more practical purpose of adorning a menu.
For the Honor of Galloway.
 After the big Galloway had seen two of his unassuming brothers fall before the public executioner he resolved that for the honor of Galloway, the home of brave fighters, he would put up a terrific fight for life. Like an arrow from the bowstring he leaped from his executioners, up, up, up, over a six-foot board fence and away—away over beam and bar.
 A rifle spoke, and the great beast, maddened by now beyond words in his eye, plunged on, leaving a trail of blood behind.
 The hillocks of refuse he took like a hunter's mound.
 As nimble as the leader in a steep chase, he picked his way up the gangway and, flitting forged ahead, over the tops of a string of freight cars, making the five-foot spaces between the cars as lightly as a kitten. With a roar and a third he leaped into the air from the last car and took the road to freedom, bounding to the north like a frightened doe.
 With lightning in train.
 Through the streets of Riverdale, hastily cleared by the concourse as if fearing the approach of Attila of the Huns, roared the quivering black shape, thundering along enveloped in dust and blood-flecked foam, followed by as great an army of small boys as made south through the city.
 The pursuing company was headed by Mr. Jesse Dunn, the intrepid trader, and a mounted policeman. The chase of the black fury, heralded by the shouts of the army of small boys, carried consternation along the road to Todmorden, and then along the Don mills road for a couple of miles, after which return was made south through the city.
 His pursuers were close upon him when he came panting to the verge of Ashbridge's Bay.
 He hesitated—he looked at the land and then at the water—the shouts of his pursuers came nearer, nearer—then he trusted the broad waters and swam slowly out, with Fisher-man's Island in his eye.
 Leaped into Lake.
 Gaining the friendly shores of the island the semi-exhausted beast was again menaced by his implacable foe—man—and in his desperate hope he trusted the great expanse of Lake Ontario struck out for the kindlier southern shores beyond the water's rim.
 The life-saving crew was called—Captain Macdonald and his men manned the craft—and the dip, dip, dip of the oars fell on the water like the heart beats of the black object ahead, pulling, pushing, dipping, dipping, by stroke-dip by dip—breath by breath the panting, black object was headed off one mile and another from shore. Swish! a lasso clove the air and he was lead through the water and to the shore he had fled.
 From 2 o'clock until 9 p. m., the Galloway had covered about ten miles on land and four miles by water in his desperate flight from the executioner. Bleeding from bullet wounds, heaving from exhaustion, pleading with eyes almost human, they left him roped to the deck, awaiting the capital punishment of the condemned at the dawn.
The Inevitable.
 Morning came last Friday morning—and then a rifle bullet, more kindly than those that had but wounded, completed the story of the loser of magnificent race for life.

FARM NOTES.
 Buy a good cow any time you get her at a reasonable price, but buy a good bull every time regardless of the price.
 The spring is the hardest time on the horse, for this is the time of hardest work of the year coming after a season of ease and light work. Give him every chance. He is worth it every time.
 Do not neglect the little pigs. They will bring a big cheque bye and bye. Don't crowd the young hogs with strong ration, and they won't break down in the feed.
 Do not forget the dairy cows in the rush of spring work. A good dairy cow is a money-maker these days. We're paying 40 cents a pound for butter in Edmonton.
 Bowel trouble is the cause of many deaths among little spring chicks, says Successful Farming. This often may be avoided by keeping a dish of bran constantly before them or by giving water in which pokeroke has been boiled.
 Planting whole potatoes permits too many sprouts to grow close together, which deteriorates them and produces small weak potatoes more liable to blight.
 See that the young chickens get plenty of fresh, pure water and plenty of succulent food. There's money in Alberta chickens.

Lady Bug to Fight Green Bug.
 It has been discovered in Kansas that the lady bug is a destroyer of the green bug, which latter is causing such enormous damage to the wheat crop in Kansas and Oklahoma. As a result of this discovery the state entomologist of Kansas is making a collection of lady bugs with the help of university students, and these are being shipped free to farmers at any point where the green bug is causing damage.
 Keep your young calves growing by giving them a little shorts or ground oats in addition to the milk.
 By all means place the breeding swine and young pigs where they can get plenty of exercise.
 The well-developed brood sow produces the best results. Do not breed to young pigs, but to sows.
 The get of a well-advertised stallion is worth more than that of an unknown one.
 The many cow-boys to spend the month of May in getting into shape to do good work in June and then the farmer wonders why dairying does not pay.

SPRING PRICES FOR CATTLE.
 The coming season promises to be a good one for the cattle man. Butchers and drovers are bidding fat cattle at 5 cents a pound in Manitoba and Eastern Saskatchewan. The supply is scarcely equal to the demand, and this condition apparently will continue for sometime as it is important with the cheering outlook in the cattle market, the breeders and traders are looking for a demand for breeding stock, especially bulls.
 With respect to prices, the advancing prices in the local markets, it is to be noticed that the large export dealers are quoting only nominal prices and attempting to buy the same cattle to give the public considerable more confidence in the cattle business and stimulate production. The same dealers of stock if dealers would quote the high prices for the best and discriminate in their buying. The advent of a brisk demand for the same cattle to quarter than the regular channels of the trade is what has been needed for some time in the west, and it is to encourage feeding, and it is to be hoped that the activity of local butchers and of buyers for construction gangs will have the effect desired, namely, to supply competitive buyers for butchers' cattle.
 The day is not far distant however, when the western cattle market will be too big to be monopolized by individuals when the province will be able to establish a decent trade that will command a constant place in the British market.
BIG INCREASE IN WHEAT AREA.
 Lethbridge, May 27.—The area of wheat in southern Alberta is between 20 and 75 per cent greater this year than last. The crops are in splendid condition, and the farmers are most hopeful. The wheat is already stands about eight inches high, and the spring wheat is up and looking well. The season has been most favorable so far and we are looking farther east. Winter wheat is the principal crop, and Lethbridge is the centre of the winter wheat district. The increase in the acreage is general in every direction from Lethbridge, being most marked in the eastern side, where a number of new towns have sprung up.
 It is claimed there are 7,000 acres in winter wheat, where last year there were not more than 1,000 acres at the outside.

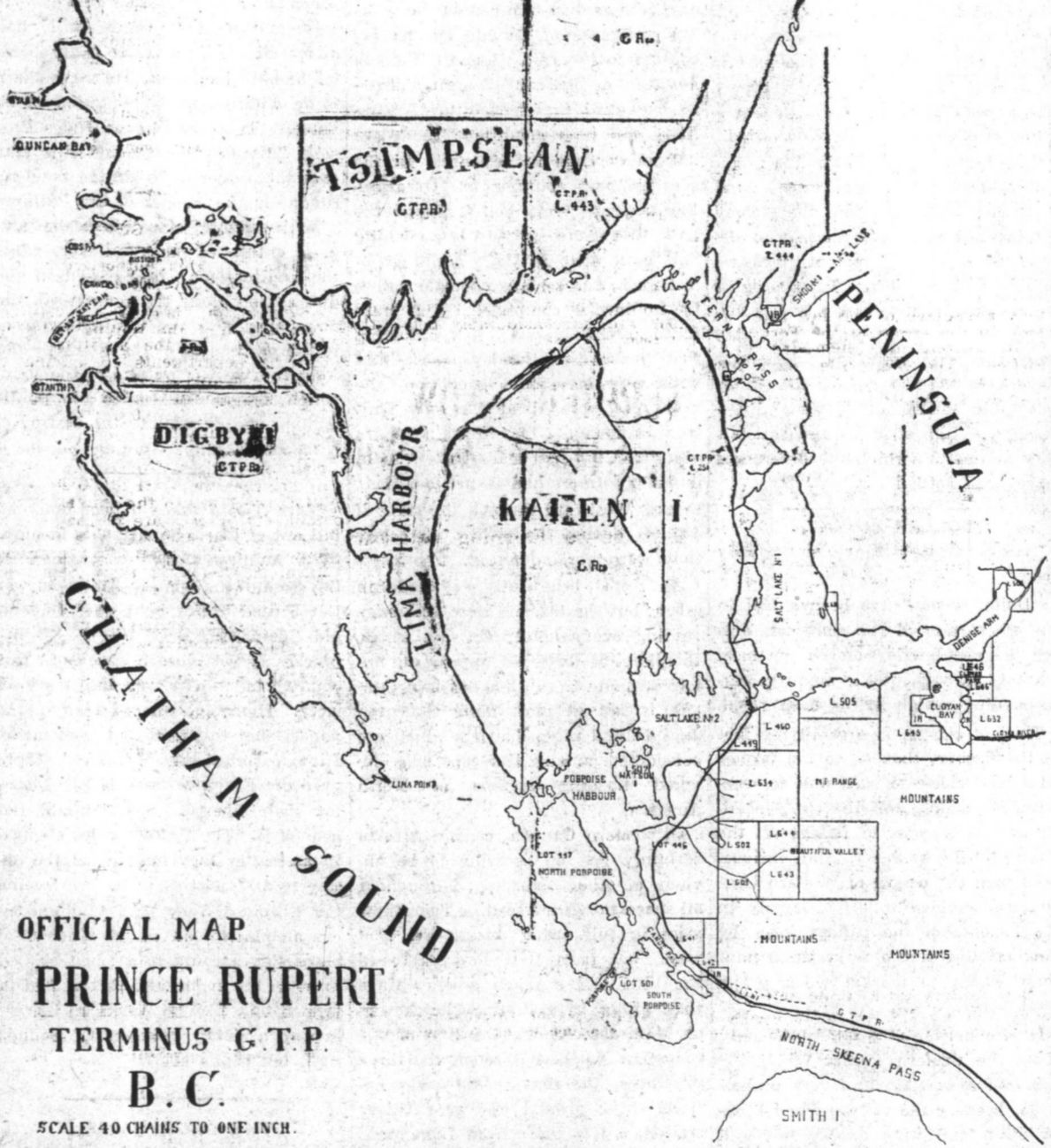
DOUKHOBOR LAND ATTRACTING MANY.
 Prince Albert, May 29.—Many settlers from different parts are gathering here to make early flights on the Doukhobor lands, which will be thrown open to homesteaders next Saturday. Entry for a considerable portion of these lands, all of great agricultural value, may be made any time after 9 o'clock Saturday morning at the local land office. It is certain that there will be a considerable excess in the number of filings over the quantity of land. This fact renders the competition very keen. It is expected that there will be reached on a small scale here a repetition of the famous struggles to be first in the selections of these homesteads.
 There are a great many American settlers here, not all of them having been attracted by this particular incident. It is said a number of Doukhobors are also here, and the Doukhobor lands are being offered for the purpose of later on testing the legality of the department's action in donating land once formally allotted to them.
 Business through this part of the north-west is apparently getting under operations were completed some time ago. The wheat is up and looks fine, encouraging the settlers to remain here.

PRINCE RUPERT OF TODAY

And of To-morrow. The Remarkable Site of the Grand Trunk Pacific's Pacific Terminus.
 If the proposed plans of the Grand Trunk Pacific railway company are carried out the company will become famous not only for building a second trans-continental road, but for building a model city on the shores of the Northern Pacific. The life history of ancient and modern cities has been like that of Topsy in Uncle Tom's Cabin—they have "just grown ed." It is said the streets of Boston were built in conformity with the cowpaths of the pioneer days. But Prince Rupert is a city that is to be built up after a well advised plan of structural unity for the convenience of modern urban life. From the inception of the first preliminary arrangements one end has been kept in view, the formation of a modern city where beauty, convenience and sanitation shall not be sacrificed by wild and speculators, and where there shall be uncramped and uncribbled provision made for the establishment of a great seaboard terminus of the new overland line so familiarly known to-day as the G.T.P.
 Looked for Best Terminus.
 One of the first steps taken by the G.T.P. company when it was decided to build the road to secure a permanent terminus on the Northern Pacific coast. After extensive explorations which lasted for months the present site of Prince Rupert on Kaien Island north of the Skeena was decided upon. The city will be situated on the northwest of the island in a deep basin capable of floating the entire shipping of the Pacific. The basin is bounded on the east by the Skeena and on the west by the island of Digby comprising a portion of the reserve of the Skeena Indians, and forming an excellent protection to shipping in the harbor. North of Digby and Kaien islands across the harbor lies the Skeena peninsula, forming another portion of the Indian reserve. The remaining portion forms the site of the harbor.
 The next step was the purchase of 10,000 acres from the British Colum-

The Town Has Started.
 The nucleus of a town is already under way. Messrs. H. J. Parent and W. A. Cairns of this city have just returned after spending a month around Kaien Island and Port Easton. They state that construction gangs comprising over 300 men are at work on the townsite busy in reducing the tangle of the wilderness to a rough semblance of order. A construction gang is employed in driving huge piles for two miles of the wharf.
 There is apparently no cessation of work on account of the alteration with the McBride government over the purchase of the Indian reserve, the boundary line of which practically cuts the town in two along Centre street, the main thoroughfare of the present construction camp.
 The history of the dispute is well known. The dispute, however, bids fair to be settled in the near future. The question of the reversionary right claimed by the provincial government has been disputed, and it is not likely the British Columbia government will venture an appeal to the proper constitutional authorities.
The Land in Dispute.
 The tract in dispute is 13,000 acres of land immediately to the west of the centre street and the docks. It includes a strip of territory extending along the whole west coast of Kaien Island from north to south, and also a portion of Digby island on the opposite side of the harbor. The marking the dividing line between the disputed territory and the company's

Terminal Yards.
 Lying immediately to the south of Kaien Island is North Purpose Island about a mile wide by two miles long north to south. On this island surveys have been made and plans prepared with a view to locating the immense terminal yards of the Grand Trunk Pacific at this point. The island is naturally of a character well adapted to the purpose, and it has been chosen as being the most eminently practicable site. The main line of the railway will cross on the mainland to Purpose Island and then thence up to the west side of Kaien Island to Prince Rupert.
Other Improvements.
 Three bunkers engines are in commission clearing sand taking out stumps, etc. The new hotel, which will be finished this summer, will cost \$40,000. At the upper end of the street beyond the new church several acres have been cleared for a lumber yard and a huge shed built for sheltering dressed lumber.
 At the head of Kaien Island is Seal Harbor, where the British Columbia and Timber Company have a large and well equipped sawmill turning out ties for construction. This is in charge of J. Y. Rochester, formerly superintendent of the government Yukon telegraph line. At Seal Harbor mill electric light has been installed, and Prince Rupert is now lighted by electricity.
Communications.
 All steamers in the British Columbia coast trade now make Prince Rupert a port of call. The swiftest boats on this route are the Alaska liners of the Canadian Pacific. These boats are, however, taken off during the winter. The most comfortable of the winter craft is the Camosun of the Union Steamship company. The single trip fare from Vancouver to Prince Rupert is \$18. The time consumed varies according to the speed of the boat. As the Camosun calls at various canneries on the way, the time for the round trip is about ten days. The G.T.P. gasoline launch, with a 20 horse-power engine running at half speed, journeyed from Vancouver to Prince Rupert in 67 hours. With a fast steamer and no stops Vancouver to Prince Rupert could be made in a day. About two steamers a week each from Vancouver and Victoria to Prince Rupert, could be made at present a weekly mail service.
Water Supply.
 The water supply of the city will at



first be drawn from a creek which enters Tuck's inlet in close proximity to the town. This stream of beautiful water will be sufficient to satisfy the demands of a town of ten thousand inhabitants. By the time its resources are exhausted a bountiful supply will be available from the waterworks to be erected at Lake Shawabans, on the mainland a few miles to the east. This lake is composed of the purest of water, and as its capacity is practically unlimited the water problem for Prince Rupert is decided in advance.
 As the foot of Lake Shawabans is a fall of about 30 feet head, with great power possibilities, and it is from the development of this power that the city will obtain its electricity for lighting, street car, manufacturing and other purposes.
Destined to be a Great Seaport.
 With all the natural advantages it possesses with regard to location, scenery, drainage, good water, power, and magnificent harbor, Prince Rupert should be the most beautiful and most perfectly laid out city in the Dominion. It is being built under conditions that are practically impossible with the ordinary city, which starts out with a few nondescript buildings and grows by rule of thumb. Prince Rupert is foredoomed to be a western metropolis before a foundation is laid. Not only are expert surveyors now at work planning the streets and parks and other features of the city, but expert landscape gardeners are engaged to see that it will be beautiful in its general outline, as well as a city with broad streets and with all the requirements of a modern metropolis.
A Boarding House, Too.
 Next door to this is a large boarding house. We then come to the drug store in a temporary stand composed of a walled and floored ten-

built up with counters, etc. Next comes the Canadian Bank of Commerce. It is a fine large portable building, beautifully finished inside. Mr. Hilton, the manager; the teller and the cashier consist of the bank staff, and they are very comfortable, with hot and cold water, venetian blinds and other modern conveniences. It has been in operation since February 1st.

Further along are the stores of the Kelly-Beals company. The Bank of Montreal is about to open a branch in Seal Rupert.
 Three Bunkers engines are in commission clearing sand taking out stumps, etc. The new hotel, which will be finished this summer, will cost \$40,000. At the upper end of the street beyond the new church several acres have been cleared for a lumber yard and a huge shed built for sheltering dressed lumber.

STAYED OR STOLEN—Four
 spotted, one female black and white, spotted head, leather strap round neck, one female orange and tan, and 2 males, orange and tan, \$5 reward for the former and \$1 each for others. Geo. Ramsier, Riviere Qui Barre.
LOST—Monday last, from the farm of J. A. Lockerbie, Norwood, a bay horse, about 1050 lbs., branded J.R. or J. B. on left hip. \$10 reward for return.

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