

JUST RECEIVED.

A very large shipment of

THE CELEBRATED SMITH'S FALLS

Turkeys and Geese

Exceptionally fine quality. To move them quickly we are quoting at close prices to the trade. We shall be pleased to have your orders promptly, so that they may reach you in ample time for your Xmas trade.

Orders by wire or letter shall receive prompt attention.

J. Y. GRIFFIN & CO. Pork Packers and
Commission Merchants
WINNIPEG

Ontario Cheese

We are this week taking delivery of 500 Boxes, Finest Western Ontario October Cheese, which we offer to the trade in such lots as may be required at 12 cents.

R. A. ROGERS & COMPANY Ltd.
WINNIPEG

F. D. ROE, President

R. ABEINETHY, Vice-President

T. F. PATERSON, Sec.-Treas.

The Canadian Pacific
Lumber Company limited



Manufacturers of and Wholesale
Dealers in all Classes of
British Columbia

**LUMBER, LATH,
SHINGLES,
MOULDINGS, Etc.**

MANAGER
PORT MOODY, B.C.

CAPACITY: LUMBER—60,000 feet per Day; LATH—30,000; SHINGLES—120,000.

We have the largest dry kiln capacity of any mill in B.C.; also the largest amount of sheds, and these are well stocked with Manitoba lumber. We have seven planers and are prepared to ship promptly. We understand the requirements of Manitoba dealers. Send to us for your next car. BYRNES & CAMPBELL, Selling Agents, Winnipeg.

Enormous Grain Movement.

The statement in The Commercial last week showed that 22,151 cars equal to 18,500,000 bushels of wheat had been shipped eastward from country points for the first three months of the present crop year. These figures are based on the inspection returns. All wheat shipped to Winnipeg for milling or for export via Port William and Port Arthur, is inspected here, and all wheat going by rail through the United States is inspected at Emerson. The inspection returns therefore show the entire movement of wheat shipped from country points, except wheat ground in mills west of Winnipeg and shipped out as flour. For the week ending December 7, there were 248 cars of wheat inspected, equal to 2,000,000 bus, which added to the total to the end of last week up to 20,500,000 bushels of wheat actually shipped from Manitoba and the Territories on this crop. To this we can add say 2,000,000 bushels of wheat, and 10,000,000 bushels of wheat in store at interior points making a grand total of 32,500,000 bushels of wheat marketed to date on this crop by the farmers of Manitoba and the Territories. This is not allowing for wheat ground in interior mills, which would bring the grand total up to over 35,000,000 bushels. The quantity of wheat remaining in farmers' hands is still very large. The crop of wheat alone is estimated officially at Manitoba 25,000,000 bushels, and that of the Territories generally at 25,000,000 to 30,000,000 bushels. If these crop estimates are approximately correct, it will be seen that we have still an enormous quantity of wheat to move eastward, including the wheat in store at interior points and the grain still in the hands of farmers.

These figures deal with wheat alone, besides which the farmers have a surplus of oats, barley and flax seed to dispose of. Shipments of oats already approximate 1,000,000 bushels, but only a limited quantity of barley and flax seed has been moved. The surplus quantity of the two latter, however, is not great.

The bulk of the wheat shipped eastward has been carried by water from Port William to Sarnia and other eastern lake ports. Shipments from Port William and Port Arthur to the close of navigation (November 6) were approximately 12,000,000 bushels. The balance of the 20,000,000 bushels inspected to the end of last week is made up of shipments out via Duluth, wheat in store at lake ports, or in transit thereto and wheat taken by mills at Winnipeg and Keewatin.

The most serious feature of the situation is lack of storage accommodation for the enormous quantity of grain remaining west of the lakes after the close of navigation, as with the long all-rail haul it will be impossible to keep elevators from becoming blocked with grain.

Canadian Coal Scarce.

Winnipeg consumers of fuel are being narrowed down to a very small selection of coal just at present owing to a combination of untoward circumstances. The Canadian anthracite coal from the Rocky Mountains is practically unobtainable here now in domestic sizes as the greasy increased demand for it west of Regina is so absorbing that the mining company can produce, while it increases in production, but insufficient quantities for an increase in local area. Another kind of coal which is exceedingly scarce is the Southerly, deliveries of which are reduced to an occasional carload owing to the prevailing scarcity of cars and engines on the C. P. R. Now that navigation is closed and the grain rush is over we may expect to see a better car service to and from these mines.

Under the pure food law of Minnesota several creameries in the southern part of the state are being prosecuted for under-reading the testing apparatus when taking in cream from the farmers. The result is that farmers have no knowledge of the Babcock test and that they can easily be cheated in this way.