

LIVE STOCK NOTES.

The export of cattle from Manitoba will continue for a little while yet, but ship-
pers are now shaping to wind up the season's
operations.

At Toronto on Tuesday there was no demand for export cattle. Good butchers were scarce and brought 2½ to 3½ as to quality. Stockers and feeders active, at 3 to 3½ for best, down to 2½ to 2¾ for feeders. Hogs declined 25c, though offerings were very light. Best bacon, off cars, \$1.50; fats, \$1.25; stores, \$1; stags, \$2. Sheep easy. Shipping sheep sold at 3½ for best, to \$3.80 to \$3.40 for secondary. Butchers sheep, \$2.25 to \$2.75 per head. Lambs, \$1.50 to \$2.50 each.

Chicago Board of Trade Prices.

Wheat was weak on Monday, under large receipts Northwest, visible supply increase, etc. Cash wheat, steady. December option ranged from 52½c to 53½, closing ½ to ¾ lower than Saturday. Closing prices were:

	Oct.	Dec.	May.	Jan.
Wheat	51½	52½	57½	
Corn	50	49½	50½	
Oats	28	29	32½	
Mess Pork..	12 57½			12 27½
Lard	7 25			7 10
Ribs	6 50			6 22½

On Tuesday wheat was dull, with some covering of shorts near the close. December ranged between 52½ and 53c closing at the top. Closing prices were:

	Oct.	Dec.	May.	Jan.
Wheat	51½-52	52½-53	57½-7	
Corn	50½	49½	50½	
Oats	28	29½	32½	
Mess Pork..	12 50			12 20
Lard	7 22½			7 07½
Short Rib..	6 45			6 17½

The firm cables the last three days strengthened the market for wheat at the opening. There was considerable covering by shorts on the report that the Czar was dying. Late Liverpool cables came in lower and at the close the market was weak. December option ranged from 52½ to 53½, closing ½ lower than Tuesday. Closing prices were:

	Oct.	Nov.	Dec.	May.	Jan.
Wheat	51½		52½	57½-58	
Corn	50		49½	49½-5	
Oats	27½		28½	32½	
Mess Pork..	12 15				11 85
Lard	7 02½				6 87½
Short Rib..	6 35				6 00

On Thursday wheat was slow, cash wheat was about ¼ lower. December wheat sold between 52½ and 52¾c. Closing prices were:

	Oct.	Dec.	May.	Jan.
Wheat	51½	52½	57½	
Corn	50½	49½	49½	
Oats	27½	28½	32½	
Mess Pork..	12 20			11 90
Lard	7 0			6 82½
Short Rib..	6 37½			6 00

Trading in wheat was of an interesting nature on Friday. Cash wheat was not materially changed. December option ranged from 52½ to 52¾c, closing a shade higher than yesterday. Closing prices were:

	Oct.	Dec.	Jan.	May.
Wheat	51½	52½		57½
Corn	50½	49½		49½-5
Oats	27½	28½		32½
Mess Pork..	11 82½		11 62½	
Lard	6 82½		6 67½	
Short Rib..	6 35		5 87½	

On Saturday, October 27, wheat closed at 51½-¾c for October, 52½-¾c for December and 53½-57c for May. A week ago October wheat closed at 52½c, December at 53½c and May at 58½c.

Duluth Wheat Market.

No. 1 Northern wheat at Duluth closed at follows on each day of the week:

Monday—Oct. 56½c; Dec. 56½c; May 59½c.
Tuesday—Oct. 56½c; Dec. 56½c; May 59½c.
Wednesday—Oct. 56½c; Dec. 56½c; May 59½c.
Thursday—Oct. 56½c; Dec. 56½c; May 59½c.
Friday—Oct. 56½c; Dec. 56½c; May 59½c.
Saturday—Oct. 56½c; Dec. 56½c; May 59½c.

A week ago prices closed at 56½c for Oct. delivery per bushel, 56½c for December and 59½ for May. A year ago October wheat closed at 63½c; December at 63½c and May at 69½c. No. 1 hard is quoted at 1½c over No. 1 northern. No. 2 northern 2½ to 3c lower than No. 1 northern.

Minneapolis Wheat.

No. 1 Northern wheat closed on Saturday at 51½c for October. December delivery closed at 51½c, and May at 57c. A week ago October wheat closed at 56½c and December at 55½c, and May at 68½c.

New York Wheat

On Saturday, October 27, wheat closed at 55½c for December. May closed at 60½c. A week ago December wheat closed at 56½c, and May at 61½c.

Winnipeg Wheat Inspection.

The following shows the number of cars of wheat inspected at Winnipeg for the weeks of ended on the dates named compared with the number of cars inspected for the corresponding weeks a year ago, as reported by Inspector Horne to the Board of Trade:—

Grade.	Sept. 22.	Sept. 29.	Oct. 6.	Oct. 13.	Oct. 20.
Extra Manitoba					
hard	3	6	2	2	6
No. 1 hard	112	161	187	85	87
No. 2 hard	8	2	8	7	4
No. 3 hard	1	0	0	0	0
No. 4 hard	0	0	0	0	0
No. 1 Northern	11	11	6	8	12
No. 2 Northern	0	6	0	1	2
No. 1 White type	6	6	2	3	3
No. 2 White type	0	0	0	0	0
No. 1 Spring	0	1	1	1	0
No. 1 Rejected	13	43	18	10	10
No. 2 Rejected	0	0	14	16	18
No Grade	0	0	0	3	1
Total	155	241	238	139	142
Same week last year	253	210	280	238	282

*Wheat inspected at Emerson going out via the Northern Pacific, is included in Winnipeg returns. A considerable portion of the wheat moving is inspected at Fort William, and does not show in these figures.

The Railway Problem.

The public has asserted that the transportation business is so important that the corporations owning the railways shall not manage them in an arbitrary manner; and the public must also say to the leaders of organized labor that their purpose of involving the entire country in disputes respecting wages or conditions of labor cannot be allowed. If the corporations are obliged to recognize in the management of their property that the industry of transportation is a public industry, the leaders of labor organizations must be forced to recognize the same fact. This is the new phase of the problem which the recent difficulties have brought to light.

The most natural conclusion from the above statement of the case would be that the government should own the railways, and it is possible that some who have heretofore doubted the necessity of government ownership are now inclined toward such a policy. That such a conclusion is sound, however, is by no means clear. The labor problem in connection with the railways is not different

in character from the general labor problem. One should not overlook the fact that the ownership of railways by government is primarily a question of political organization and not an industrial question: and the recent riots afford no reason for modifying one's views on this point. The arguments for the control of railways by commissions and against ownership by government are the same now as before the strike, and are as strong now as before the strike. In this regard the situation is not changed.

The principal upon which reliance should be placed for the solution of the railway problem, whether the evils of unreasonable and discriminating rates, or the evils of interrupted traffic on account of strikes, force it upon our attention, is the same. The tendency toward consolidation on the part of railways, and the tendency toward organization on the part of labor, should both be recognized as permanent tendencies of our times, and some provision made for them in law. This means, simply stated, the legalization of pools and trusts on the one hand, and the legalization of trades unions on the other, and the determination by law of the conditions under which they may perform their appropriate function.—From "The Railway Situation in the United States," By Prof. Henry C. Adams, August Review of Reviews.

Treat them Politely.

The Trade Register reminds its friends that they must not forget that it is the poorest kind of policy to discourteously treat the travelling salesman. Deal with him as promptly and pleasantly as if he were your best customer. Don't talk over prices and business with him in the presence of your patrons, but take him to your private office and do business with him promptly, even if you do not buy an order. Travellers will appreciate such conduct, and even those who so treat them may depend upon getting all the favors that can be given, and they are not few, as dealers know. The traveller saves the dealer time and travelling expenses, and should be treated as a friend.

Treatment of Employees.

Don't employ a parcel of dull and stupid assistants, apprentices, porters and mechanics, says an English exchange. Such are a positive curse, and dear at any price. An uncouth, uneducated, untidy lot of employees will soon scatter one's customers. Employ good men, and pay them well; look upon them as being as good as yourself; treat them well, and not like so many dogs, as too often the case. Be affable, agreeable, free, and natural with them. Encourage assistance by giving them a commission, say of five per cent. on all returns above a certain amount. This will encourage them to push, in order to swell the returns, and thus secure for themselves, as well as for yourself, a large margin of profit. Give your porter so much per dozen for all the repairs he collects and all the orders he brings in; this will encourage him to push about amongst the customers, and it is astonishing what even a porter can do. By this means employer and employee will be brought to work hand in hand and shoulder to shoulder. If you in a practical way, show that you have at heart the interest of your employees, you will soon find the same interest in your welfare existing in the hearts of your employees. This system will "knock into a cocked hat" that driving, grinding, screwing, grumbling, bullying, style that one so often sees. The golden rule, "Do unto others as you would be done by," always pays, and will bring about very happy results wherever it is put into practice.