

Feed the Grain.

It seems a matter for regret that so many stocker cattle are being shipped out of Manitoba, in view of the fact that there will be a large quantity of feed grain in the country this season. The most profitable way to dispose of damaged grain and feedstuffs is to sell it in the form of beef, pork, mutton, poultry, etc. There is likely to be a considerable quantity of damp wheat which would be valuable for feed. If farmers who have feed grain to spare would buy up the stocker cattle, instead of allowing them to be shipped away to the States it would be money in their pockets. The scarcity of hogs and sheep, particularly the former, is a further matter for regret under the present circumstances. A couple of ear loads of hogs have actually been brought from Ontario this week, to supply the Winnipeg market, on account of the great local scarcity. And this with tons of grain in the country which could be turned into pork at a much better profit than to sell it.

How Wheat is Handled.

As Manitoba wheat is largely handled for export through the port of New York, the following article, telling of the terminal facilities there and how wheat is handled, will be interesting to our readers:

It is a singular fact that the greatest city of the country has but one railroad, the New York Central and Hudson River. Every other road delivering freight into New York must ferry it across either East river or the Hudson—called North river, between New York city and New Jersey. The principal station of the Central is at Sixtieth street and North river, and here all east-bound lighterage freight is received. Like much of the water front of New York, these railroad yards are "made ground." That is, the spot was originally low, but has been filled in until as solid as need be. In the case of these yards, an additional interest attaches to them, for they are made from earth and rocks from almost every quarter of the globe, so says report. It seems that in early days vessels tied up here, for it was water then where the yards now are, and, unmindful of future navigators' keels, they dumped their ballast from other shores into the little harbor. Accumulations made shallow water, until finally the process was completed by the railroad company that now runs its trains where vessels once floated.

While every shipper knows the importance of stamping "Lighterage Free" across the face of his shipping bills for freight to New York, or for export from New York, every one perhaps does not know why it is necessary. Now, a shipment for New York, made by the New York Central railroad, might be delivered at the Sixtieth street station or at Twentieth street, or at some other station, as most convenient; the supposition of the railroad people being that the consignee would look after its arrival. But when it is billed lighterage free, the freight is received at

the Sixtieth street station to await final delivery instructions from the consignee; the railroad company standing ready to lighter it free of charge to any steamer or pier in North or East river, or in New York bay. Wheat is delivered at the company's elevator at Sixtieth street, and is lightered free in lots of 1,000 bushels or more. In lesser lots towage is charged.

As it is with the Central, so it is with the West Shore railroad, whose elevator and piers are on the Jersey shore, opposite the Central's Sixtieth street station; also the Erie and the Pennsylvania, with terminals in Jersey City, a few miles further down the river.

The Pennsylvania Railroad company's elevator and piers where all lighterage freight is delivered are at Harsimus Cove, opposite the lower part of New York—the Wall street district. This road has nine large piers in New York, and to these flour billed to New York is taken, the cars being ferried across the river, unless lighterage free. When it is so billed it is unloaded to the piers at Harsimus Cove, Jersey City, to await consignee's instructions.

At the Sixtieth street station the Central has four piers for east bound freight, and while they are not set apart for flour, they are used for little else. These piers are two stories high and are 500x100 feet in size. Each has a double track its entire length, and their capacity is 200 cars each. When I visited them in the early part of May they were full of flour; besides this there were 800 cars of flour in the yard. The barrels and sacks of flour are elevated to the loft and lowered again by steam link-belt elevators thus insuring careful handling. When loaded out from the piers, it is delivered to steamers and to other city points in either canal boats or lighters. The latter are much larger and built higher above the water than the canal boats. They are all, of course, towed by tugs.

The elevator at Sixtieth street of the New York Central & Hudson River Railroad Co., has a capacity of 1,500,000 bushels. When steamers are to be loaded canal boats are used largely for floating the grain to the steamers. Some of the boats stay about the waters of New York, but most of them are in the Erie canal during the open season, coming to New York for the winter for work of this kind until the canal opens again.

These boats and their occupants are interesting to one who has lived most of his life inland. Families live on them, and wherever the boat is towed the family sails also. Women, children and an occasional dog may be seen about the cabins of a fleet of boats, while, on wash-day, gaily colored garments float as joyously on the North river breezes as does the stars and stripes. Raising a family in such peaceful surroundings as are shown in this scene, with the beautiful Jersey shore in the distance, might have some charms; but when the tug comes along and transfers one's house to some steamer for loading, life changes to a sad reality.

Canal boats are unloaded into steamers by floating elevators. One of these machines steaming along the river is a curiosity-exciting object. It looks like a tall and narrow house built on a small ferry boat and as if a puff of wind would capsize it and send the house down and the boat up where, from the dimensions of the thing, they

seem to belong. When not in use the legs, as the elevating machinery is called, are drawn into the house. The legs are run out and dropped into the hold of a boat, the engine started and the elevators carry the wheat to another elevator, which pipes it directly into the hold of the steamer. The unloading capacity of a floating elevator is 4,000 bushels on each side an hour, or 8,000 bushels an hour when unloading two boats at once.

Owing to the lack of deep water at the New York and Jersey City elevators, all grain must be lightered and loaded into steamers in this manner. This, together with the impossibility of a belt line around New York, gives the lighterage business immense proportions. It takes the place of the great railroad yards and of switching in other cities; so the lighterage to be paid is widely different from lighterage free.—Rollin E. Smith, in the Northwestern Miller.

Monthly Wheat Statement.

The increase in wheat stocks during September, in the United States and Canada, as reported by Bradstreet's, was only 10,135,000 bushels, against an increase of 12,740,000 bushels in September of last year. European stocks gained only 5,400,000 bushels, against 14,200,000 bushels in September of last year. Combined American and European stocks gained only 15,500,000 bushels during September, whereas one year ago they increased 27,000,000 bushels, two years ago 20,600,000 bushels and three years ago 21,500,000 bushels. Of course, higher prices a year ago, quotations being fully 25 cents better than this year, exercised an effect that was lacking this year in drawing out supplies. The most plausible explanation however, is that the usual large movement to primary markets during September has been this year deflected by the active milling demand nearer home.

The total stocks in the United States and Canada, east and west of the Rockies, are smaller than at any corresponding date for at least ten years past. Compared with a year ago the combined American stocks are 14,000,000 bushels smaller, they are only one-third those held in 1895 and 1896 and are less than one-quarter those held on October 1st, 1894.

European stocks on October 1 this year were 15,000,000 bushels smaller than a year ago, though they gained 5,000,000 bushels in September, were 10,000,000 bushels smaller than in 1896 and less than half what they were on October 1, 1895. The combined American and European stocks are slightly less than 66,000,000 bushels, whereas a year ago they were 95,000,000 bushels in 1896 they were nearly 128,000,000 bushels, and in 1895 were nearly 154,000,000 bushels.

An artistic "ad" is that of E. Nicholson's appearing in this issue of The Commercial, illustrated as it is with a fine half-tone engraving. The Commercial tries to make its advertising pages neat and attractive from a mechanical point of view. We leave our patrons to follow up the work of making them attractive by nature of their contents. The Commercial now has many patrons who give close attention to their ads and keep them fresh and interesting.