

price, but as the market is but little more than a nominal one at present high bidding means but very little. Some root has changed hands here this week at 45c per pound. The general opinion in the trade is however that if any quantity of root were to appear prices would slump. The present wet weather makes digging impossible and unless it fair up there will be very little more root dug.

LAKE STOCK.
CATTLE.—The export cattle movement is being adversely affected by conditions which we review elsewhere in this issue. The movement is as free as shipping facilities will permit. Export steers rate steady at 31 to 33c per pound weighted off cars here. Butcher cattle range from 22.5 to 27.5c per hundredweight. There is no stocker business doing.

SHEEP.—Choice mutton sheep are worth 14c to 5c off cars, and lambs 15c.

HOGS.—The market is firmer and as high as 67c and 7c is now being regularly quoted by packers for best weights off cars here.

MILK COWS.—Supply is limited and there is not much demand. We quote \$20 to \$40 per head, according to grade.

HORSES.—Work horses are fetching the way from \$125 to \$250 each according to weight and quality. Demand is good and the market is some firmer than it was some weeks ago.

Grain and Rail Freights.

Since our last issue there has been more enquiry for vessel room from Chicago to Buffalo and engagements have been made of over 1,000,000 bushels corn to that destination at 1.3c, which is an advance of 1.8c on our previous quotations, and wheat has been taken at 11.2c. The rates from Buffalo to New York have been advanced to 4c for wheat, 3.5c for corn and 2.5c for oats. Wheat has been engaged from Duluth to Montreal at 5c per bushel, from Chicago to Montreal at 4.1c to 4.6c, and from Port William to Montreal at 5.3c, with 6c for first half of this month's loading. Montreal Trade Bulletin, Oct. 4.

Grain and Milling Notes.

It is reported that an attempt was made by some unknown person to burn the Picramore elevator at Cypress River.

On their return from the coast the local party visited Ogilvie's mill at Winnipeg, and were shown over the premises by General Manager Thompson.

Up to Wednesday, J. C. Castle, warehouse commissioner, had issued 680 licenses for elevators throughout the west. He has yet some thirty or forty applications for licenses on hand.

During the past month the Canadian Northern Railway has shipped from points along their lines something over 1,000 cars of wheat. This was sent over the Northern Pacific to Duluth.

General Manager Thompson, of the Ogilvie Milling Co., shipped a quantity of Ogilvie's Hungarian flour to His Excellency the Duke of Cornwall and York on Thursday. It was addressed to the Duke on board H. M. S. Ochril, Halifax.

S. Spink, chairman of the western grain standard board, stated this week that it was still undecided as to whether any meeting of the board would be held this year. Only two carloads of frosted wheat, according to Inspector Horn's report, has been found up to date. It is reported that frosted wheat has been found in the Territories, and this may mean that a meeting of the board will be held to decide on the grades for wheat so damaged.

The present strength in the market for coarse grains in Western Canada is to a large extent due to the partial failure of the corn crop in the Western States. With corn selling at present high prices it is difficult to keep the supply of feed and oats and barley are undoubtedly stronger in consequence. The situation in Great Britain renders it highly probable that there will be a good export demand for coarse feeds which lends additional strength to the market.

Among the largest private wire systems in the world is that of the Coo Commission Company, of Minneapolis, which has now under construction a wire from Minneapolis to Helena, Mont., which when completed

will give the firm over 5,000 miles of wires. Winnipeg is now connected with this system, and Winnipeg will hereafter be afforded the latest quotations in grain and stock as Chicago and Minneapolis markets. In the near future the company purposes having their wires continued to Brandon and Portage la Prairie. The company has secured premises in the Grand Central, 435 Main street, Winnipeg.

A New Brick Machine.

A representative of The Commercial had the workings of the Keizer brick machine explained to him by the inventor, D. A. Keizer, C. E., of Winnipeg. Mr. Keizer has spent some 25 years studying the art of brick making and experimenting with a view to producing a machine which would turn out bricks in a more satisfactory manner than those at present in use. As a result of this he is now showing a machine which for simplicity, continuous motion and quality of work would appear to be about as perfect as it is possible to get. This machine has a guaranteed capacity of 20,000 pressed brick per day and under favorable conditions will put through 1,000 cubic yards of clay per day, equal to over 400,000 bricks. It can make 24 different designs of brick at the same time, ranging from one-quarter inch to three inches in thickness and in size up to 30x9 inches and has a self-registering attachment which will record the number of bricks by thousands. This machine has a number of advantages over other makes, as for instance portable moulds are not used, and does not require to be used for the purpose of extracting the bricks from the moulds, the conveyors which carry the bricks from the machine direct to the kiln can be made to extend 1,000 feet from the machine if necessary, and by this means the pressed brick can be carried to several kilns at the same time. These conveyors save the expense of handling the bricks separately and together with the device for pushing the bricks out of the moulds there is practically no loss by broken or poorly formed brick.

The Keizer brick machine and Manufacturing Co., Ltd., which controls this machine, has a brick yard at Middle Church about a mile from Winnipeg, along the line of the West Kellogg branch of the C. P. R. They have a well equipped plant on the river and are ready to start work next spring, the wet weather this year having delayed them from getting it ready in time for this season's work. The clay is red and white, of a very good quality. This site for a brick yard has many advantages, chief among them

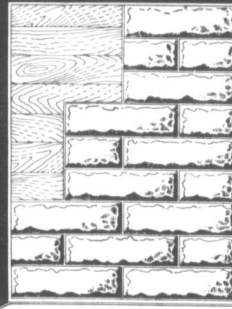
being the fact that the supply of wood for fuel can be brought from Lake Winnipeg during the summer season by water and can thus be laid down much more cheaply than by rail, while they can also bring it in by rail if necessary.

The company secured a provincial charter about six months ago and they are now offering some of the stock for sale. The object of placing this

stock on the market is for the purpose of establishing a machine shop to manufacture the brick machine. Later on it is the intention to develop into a fully equipped foundry for the manufacture of all kinds of machinery. It has not been decided yet whether this shop will be located at Winnipeg or on the company's property at Middle Church as that would depend on the wishes of the shareholders.

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