

The Grain Trade.

One of the features which is an outcome of the shipment of wheat by the farmer is the "plugged" car. It is reported from Duluth that no less than 215 "plugged" cars were received there last month. The "plugged" car is something like the "plugged" grain sack. In it a quantity of low grade wheat is placed, carefully covered with wheat of a better grade. These cars, however, are almost invariably detected. It is said that these cars are all shipped by farmers who load their own grain. The regular shippers, of course, are too well posted to attempt such a fraud, no matter how much they might feel inclined to do so. In Manitoba our farmers must be of a higher order as we seldom hear of such attempts at fraud. The plugged grain sack is worked by inserting a stovepipe in the sack and filling it with low grade wheat. The sack is filled with a better grade and the stovepipe withdrawn, leaving the "plug" of low grade grain in the centre. Farmers may succeed in working off some poor grain in this way, but they are usually detected, and in the end they do not gain anything by a resort to crookedness.

Though a good deal of grumbling is heard about farmers being compelled to load their wheat through elevators, the best recommendation for the elevators is the continual efforts of the farmers to secure the erection of additional elevators. Quite a number of elevators have been erected by the farmers themselves, and more will be built. Efforts are being made at several points now, in Manitoba, to organize local companies among the farmers to erect elevators. The difficulty with these farmers' elevator companies is to secure good management. Where this can be had, there is no reason why they should not be successful. The principle of the farmers' elevator is all right, though in some cases they have proved unprofitable through bad management. The principle is simply that a number of farmers combine together to erect an elevator at the nearest railway station for the storage of their grain. Farmers who grow a large quantity of grain, and who reside close to the railway station, would no doubt find such an elevator a great accommodation to them, and perhaps at a less cost than if they were obliged to build granaries at their farms. Farmers, however, can generally obtain storage space for their grain in the private elevators, at a very reasonable charge, if they wish to store their grain. The great advantage in storing their grain in an elevator is that it enables them to take advantage of any sudden bulge in the market, to sell their grain.

The export of large quantities of flour from France to England is quite a puzzle to some people, who wonder how French millers, who are obliged to import wheat, can possibly sell flour in British markets in competition with the world. The reason is, that the French duty is so arranged as to give the millers a bounty on flour exported. French millers can import wheat free, to grind for export, while wheat imported for the home trade is subject to a very high duty. The French miller, however, is even more favorably situated than to be in a position to grind wheat for export free of duty. The law is so arranged that he may export 60 per cent. of the wheat imported, in the form of flour, and the balance is considered as offal—thats is, bran, shorts, and two per cent. for waste. But in this balance there is 10 to 15 per cent. of flour, which he can sell in the protected home market at a high price and free of duty, except the low duty which he pays on the offal. The actual effect of this is to give the miller a bounty of about 25 cents per export sack on the flour exported. Thus the French miller receives a bonus from the government to fill up the British markets with flour. Considerable French flour has been shipped to Bel-

gium, but the Belgian government has placed a duty on the flour of two franks per 100 kilos—about 45 cents per export sack—in order to protect the Belgian miller from the effects of his French bounty-fed competitor.

The Drummer.

At the annual meeting of the Dominion Commercial Travellers association at Montreal Col. Massey was elected president, Max. Murdock, vice and E. B. Garneau, L. L. Paton, Wm. Brewster, and D. Watson, Jr., were chosen directors.

A general meeting of the Commercial Travellers' association of Toronto was held in the rooms of that body. The attendance was large. The president Robert H. Gray, presided, and the secretary, James Sargant, submitted the annual report. The financial condition of the body was shown by the report to be encouraging, a decided addition being made to the reserve fund, as well as an increase in membership. The report was adopted. A subject of free discussion at the meeting was that recently brought to the attention of the Ontario Treasurer, namely, the advisability of appointing a government inspector of hotels, to the end that the sanitary arrangements of houses of public entertainment throughout Ontario might be improved. When the nominations for officers came on, the retiring executive were re-elected by acclamation for another year, namely R. H. Gray to the presidency, R. J. Orr to the first vice-presidency, J. C. Black to the treasurership. Directors for the Toronto and Hamilton boards were nominated as under: Directors for Toronto—D. D. Baird, H. Beddington, W. Caldwell, R. H. Cosby, J. H. Devaney, M. C. Ellis, H. Goodman, A. F. Hatch, W. Hopwood, John Hodge, W. L. Holdmond, John Muldrew, C. H. Murdock, W. R. Mosey, J. McKay, F. E. Starr, J. Taylor, G. N. White. Of these nine are to be elected. Hamilton Board—First vice-president, John Hooper; second vice-president, W. E. Lachance (elected by acclamation). Directors—Wm. Bromner, Jas. Hooper, Fred Johnston, T. M. Davis, H. G. Wright, W. G. Reid, J. H. Herring, J. Madill, J. P. Stedman, Richard Coleman. Six to be elected. The old boards for Guelph, Brantford, Montreal, Kingston, Berlin, Winnipeg and Victoria were all elected by acclamation for the current year. Before the conclusion of the meeting short addresses were made by Capt. McMaster, Hugh Blain and A. A. Allan.

At the annual meeting of the Western Ontario Commercial Travellers' Association the following unanimous nominations were made and the officers as indicated declared duly elected:—President, J. M. Dillon; first vice-president, P. J. Conroy; second vice-president, Dan McKenzie; third vice-president, A. W. Robertson, Hamilton; treasurer, Samuel Munro, London; directors for London, W. H. Oke, Wm. Gray, H. G. Collamore, W. J. Craig, H. Line, E. W. B. Eardley and H. S. Wilcox; outside directors,—Hamilton, R. M. Hope and John Booker; Toronto, F. W. Heath, R. H. Greeno, James Stevenson; Stratford, James Dow; Brantford, George Watt, Jun., St. Mary's, Jas. Maxwell; Galt, John Wardlaw; Ayr, John G. Watson; Oshawa, E. O. Felt; Waterloo, S. Snyder; St. Thomas, B. F. Honsinger, Wm. Turnbull; Woodstock, F. J. Richards; Windsor, Jas. F. Smith; Chatham, A. E. Merritt; Ingersoll, R. H. Cotter; Sarnia, Wm. Storey; New Hamburg, J. Ratz; Winnipeg, T. Harry Slater, Aylmer, R. G. B. Moore. On motion of Mr. Brock, seconded by Mr. Gray, a vote of thanks was tendered to Mayor Little, C. S. Hyman, M. P. and T. S. Hobbs, M.P.P., for their services on the delegation to the Government of Ontario in furtherance of better hotel sanitation.

The Christmas Market.

The Christmas display of meats in the Winnipeg city market is not yet complete, but enough is shown to make it clear that the display of heavy beef will be about the best ever seen here. There has been a great rivalry among the butchers to display the grandest carcasses of beef, and the country east and west has been scoured for the choicest animals. For this reason some of the greatest carcasses of beef that Canada has produced will be found in the Winnipeg market this year. Kobold & Sons show four carcasses which are simply immense, besides many other fine sides of beef. The four in particular all took first prizes at the Winnipeg Industrial last summer in the fat cattle class, one as best steer over three years, another as best steer over two years, and the two others as best heifers under two and three years respectively.

Gallagher & Sons show three magnificent beef carcasses, one of which took first prize at Regina fair last summer as fat steer over three years. This is an enormous animal, weighing about 2,400 pounds live. They also have on view two magnificent heifers, which took many prizes at eastern fairs. While it seems like carrying coals to Newcastle to go east for beef, in this country where beef of the very finest quality is so abundant, but as stated, the whole country has been scoured to procure the choicest stuff, owing to the keen rivalry among local butchers.

There are a number of carcasses of beef on view at the different stalls, which represent animals over a ton weight, live. There is any abundance of beautiful mutton, pork and poultry, all going to show that this is a land of plenty, so far as flesh foods are concerned.

Wheat Prices 100 Years Ago.

At yesterday's meeting of the Stockton Chamber of Agriculture, Ralph Appleton, the secretary, stated that he had received from J. Craddock, J.P., a letter giving the average prices of wheat as sold in Stockton market on the first week in each quarter from October 1791 to October 1801 inclusive "Winnipeg measure." The figures are as follows, per quarter: 1791—October 38s 7½d; 1792—January 38s 4½d; April 35s 6d; July 36s 8d; October 48s 5½d; 1793—January 48s 9½d; April 46s 5½d; July 55s 1d; October 40s 7½d; 1794—January 40s 4d, April 41s 5½d; July 48s 8d; October 44s 11½d; 1795—January 47s 10d; April 51s 8d; July 69s 1½d; October 61s 0½d; 1796—January 75s 2d; April 90s 5d; July 71s 6½d; October 46s 7½d; 1797—January 47s 10½d; April 42s 1½d; July 39 3½d; October 58s; 1798—January 40s 11d; April 44s 2½d; July 48s 6d; October 42s 10d; 1799—January 45s 1½d; April 45s 11d; July 64s 9d; October 78s 9½d; 1800—January 74s 9d; April 103s 6d; July 125s 11d, October 89s 2d; 1801—January 180s 1d; April 142s 8d; July 130s 9½d; October 66s 9d. Mr. Furness (West Hartlepool) moved that the thanks of the Chamber be tendered to Mr. Craddock for the interesting information. They would be pleased if Mr. Craddock could tell them what the price of wheat would be 100 years hence. The president, C. Middleton, of Marton, in supporting it suggested that Mr. Craddock might be asked if he could inform them as to how similar prices could be got at the present time. (Laughter). The motion was adopted. —Newcastle, England, Leader.

According to late newspaper reports the Australians are to attempt coffee raising. Quite a number of German settlers, so it is said, are scattered about the colony who grow their own gardens of coffee, enough for the use of their own families. If these can grow coffee successfully it is believed it can be conducted on a more extensive scale.