

# WITH THE FARMERS

## HAIL INSURANCE

M. J. Macleod, deputy provincial treasurer, has prepared the following statement concerning the hail insurance business of this year:

Number of contracts	2,932
Number of claims for indemnity	292
Amount insured	157,036
Wheat	41,180
Oats	89,233
Barley	25,498
Flax	988
Speltz	137
Acres fully insured	137,997
Acres partially insured	19,039
Acres not insured	157,036
Amount paid for premiums at rate of 15c. per acre	\$29,241.37
Indemnity paid	\$20,419.20
Indemnity estimate to complete	100.00
	\$29,510.20
Expenses:	
Clerical services	\$ 638.75
Examinations, etc.	1,711.84
	\$2,350.59
Estimated acreage under crop	700,000
Acres insured	157,036
Approximate proportion of total acreage under crop insured	4.5
Approximate average indemnity paid per acre	\$1.63
Percentage of insured acreage damaged	18.09
Percentage of total acreage damaged	8.51

## HARD MARKET TO REACH

Just what an Alberta cattle shipper runs up against in shipping cattle from here to the Chicago market is given below. The difficulties which the small lessee-trainload shipper experiences are described, and the obstacles which the trainload shipper encounters are also given.

A rancher near Brooks has a couple of carloads of fat cattle to ship, and decided to try the Chicago market. He communicated with the C.P.R., and asked for cars, which the company absolutely guaranteed to supply by October 8. On that date, however, the cars were not available, and he had to connect with a full trainload going from another station.

## 48 Hours Without Feed

At 10:30 that morning the cattle were loaded at Brooks. This was on a Wednesday. The cars left for Moose Jaw at 11 a.m. on Friday morning, having taken over 48 hours to make the trip of about 200 miles. During that time the cattle received no feed. For two whole days they starved on the train, and finally were unloaded at Moose Jaw on Saturday. A passenger train makes the distance between Brooks and Moose Jaw in exactly 11 hours and 45 minutes. From Moose Jaw to Portal, about a five hour and forty minutes run by passenger train, the distance was made in 13 hours and 59 minutes, as the cars were reloaded at Moose Jaw at 6:30 Friday evening, and arrived at Portal at 8 p.m. on Saturday.

## Went as Freight

All the way to Portal the cars were hitched on way freight, except little Swift Current and Moose Jaw, a distance of 111 miles. Every little side track was a stop, and many hours were lost in this way, delivering way freight and waiting for through trains to pass.

## Of course, the rancher was anxious to hurry the cattle to market, as he knew what price cattle were bringing on the day he left for his market, but was not sure how the price would change. He had already lost one whole day by the railroad not delivering the cars when promised, and every hour's delay was further detracting from the value of the hungry cattle.

## Customs Troubles

At 8 o'clock on the morning of Saturday, October 12, the two cars were placed in the yards at Portal. There was no place to feed or water them. There were stock yards, but they were not capable of holding stock. Portal is a customs point, and the cattle had to be held there before they could be sent on to Chicago. As stated before, it was 8 p.m. on Saturday that the cars arrived at Portal. The owner of the cattle was unable to get them passed through until 9:15 on the following morning. There he proceeded on to Velva, arriving there at 5 p.m. on October 13, and unloading to feed and water.

## At Portal is the main trouble which a man shipping in trainload lots would experience. It is in the customs. A shipper must go before the Canadian customs officer there and make out an invoice stating the price which his cattle would bring per head on the home range. To this the shipper affixes his signature. Then he must go to the American customs officer, and that man goes with him and inspects the cattle. The way he inspected the two cars which the Brooks rancher shipped was to walk down the track beside the cars and take a squint through the slats. There is a law in the States that if a cattle shipper from Canada gives a false or low valuation then the customs man is to put on his own valuation and the shipper must pay a fine of 33 1/3 of the price put on by the customs man. This fine must be paid, as well as the regular duty of 27 1/2 per cent. of the value as set by the customs man. The invoice which preceded the Brooks shipment by a few days suffered this experience. The shipper put a price of \$30 a head for his steers. The customs officer raised the value to \$40 each. The shipper had to pay the fine and the duty before he could proceed. When he had raised the stock he found he had realized a few cents over the average \$30 per head, which estimate he had placed on the animals. This man is taking the matter up with the United States

## would not be surprised if at the end of the week had ceased to buy through-out the west.

## And the Market Dropped.

But to return to the two cars of steers. The owner was fortunate enough to get through on his own valuation of the stock, so he only paid the 27 1/2 per cent. straight duty. Arriving at St. Paul, the cattle were given a two days' rest. The shipper proceeded on to Chicago, and found the market was inclined to drop. He brought his steers in, and they arrived in Chicago on Sunday evening, October 20. On that day there had been an enormous crop of live stock in Chicago—38,000 cattle, 42,000 sheep and about the same number of hogs. Even at that the same steers, not as good as his were when he put them on the train at Brooks, bring 5 1/2c. He was offered 3 3/4c. for his cattle. When he put them on the train at Brooks they would average probably 1.25c pounds, and when unloaded in Chicago they might possibly make an 8c pound average of 1,125, having suffered a loss of about 200 pounds each in weight.

## Did Not Sell.

The Brooks rancher did not sell. He left his cattle in the yards in Chicago, hoping the market would pick up and the cattle might sell at a better price, and he was supplied with feed and water. He returned to Brooks. He states that three days earlier he could have made a difference of \$15 or \$20 a head.

## Regarding Transportation.

On the Milwaukee and Chicago and up the Soo to Portal he was handled by American roads. Here all he had to do was to show his contract as a cattle shipper, and he was supplied with first-class tickets free and allowed to purchase Pullman accommodations.

## At Portal he was given no return ticket. He had to pay one cent, a mile for his transportation when he showed his contract, and he only received second-class transportation then.

## MONDAY'S GRAIN MARKET.

Winnipeg, October 28.—Cables were lower and the market was wild. The report that American banks had refused money to the country for elevator buying and the fact that the Duluth board of trade had closed for three days, retarding all trades in that time, was the cause. Chicago markets opened over 2 cents down and Minneapolis December opened 4 3/4 down, May 3 1/4 down. A more panicky market could hardly be imagined. American options fluctuated wildly and ranged from 10c to 15c, but toward the close recovered to some extent and the actual loss of the morning was 2 1/2 for December, 2 1/4 for May and 1 3/4 for July in Chicago, and 2 1/2 for December and 2 1/4 for May in Minneapolis. Thirty loads were reported for export, and 100 New York. Winnipeg opened 2 1/2 down for October, 2 3/4 for November, 2 1/2 for December, and 2 1/4 for May. Following this drop at the opening there was a rally and for the balance of the session there was a steady advance. It was difficult at first to locate where the wheat was going and what it all meant, but later it developed that the wheat had been removed on large bunches and this had helped to boost up December, while in addition there was a foundation for the advance on the part of some of the larger milling companies and also some purchases of cash wheat for export. Of course, the export trade there was none. It was a difficult market to interpret and the majority gave up the task early in the game. The wheat followed Duluth and all elevators stop buying in the country. There was a ready foundation for these apprehensions, but under existing conditions such an announcement is neither impossible nor improbable. The Duluth receipts were 231 cars, of which 135 were contract grade.

## THE GRAIN SITUATION.

Winnipeg, October 29.—Commenting today on the peculiar grain situation in the United States, the Free Press says as follows: "The condition of the wheat market has become more seriously complicated than it has been for some time. The situation is a week ago. On the American side things have reached a point where the banks have refused to send money into the country for buying at the elevators, and on Monday all car trading was stopped in the Minneapolis market. The Duluth board of trade has suspended trading entirely for three days to see if the market will right itself, and Minneapolis is talking of taking action along the same lines. In Winnipeg the leading grain men say that they cannot borrow money from the banks to carry wheat across the lakes from Fort William, and that all the wheat must be paid for when it goes into store at Fort William. An unprecedented thing happened last week in the grain trade. A vessel chartered to come in light from Cleveland for a cargo was detained four days at Fort William, unable to load, because the owners of the wheat could not pay for it, and the bank would not let it be loaded until it was paid for. Another vessel chartered and coming in light to load had to have her expenses paid and leave light for Duluth and load there for exactly the same reason. The men chartering the vessel could not pay the bank in advance and the bank would not let the wheat go until it was paid for. The owners of the wheat who are still buying high grade wheat in small quantities on breaks, it has not been possible to sell cash wheat for strings of the banks, said that the chances are, if it continues, elevators all over the country will cease buying wheat. As a matter of fact, some of them are quietly doing this now without making any special announcement. One man said: 'I

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No person or persons shall buy and sell, deal or traffic in the flesh of any big game or game bird, without having first obtained a license in that behalf, every such license shall be issued by the minister and shall be in force for the calendar year, in which follows: Commencing at a point where the eastern boundary of the province is intersected by the North Saskatchewan river; thence along the said river to a point where the fifty-fourth degree of north latitude is intersected by the said river; thence westerly along the said fifty-fourth degree of north latitude to a point where such degree intersects the one hundred and fiftieth degree of longitude to a point where such degree of longitude intersects the fifty-third degree of north latitude; thence westerly along the said fifty-third degree of north latitude to the western boundary of the province.

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## 600 DEAD AND 1