

ulating the supply of hogs in Manitoba and that this difficulty had been experienced in Ontario. Last year hogs were called all kinds of names by breeders, and when there was a slump in the price of hogs everyone decided to sell out, and now that pork was high, people were tumbling over themselves to buy. If he knew anything about financing, that was not the way to make money. He advised weeding out poor stock when the price was low and hanging on to the best, it would not cost much to keep these over until the price improved. He advised young men to have an ideal in breeding and to keep to that, then they would be sure to make a success. Referring to the exports of cured meats from America and Canada to the various outside markets, the Americans, he said, had an immense home market for lard, consequently the fat hogs can be handled by the Americans, while they cannot be handled here. There are some people, Prof. Day said, who say that if you take a hog of any type by feeding him properly you can get a good bacon hog. He said this was entirely erroneous, and that a short, chunky pig could never be stretched out to make a long, thin pig, fit for curing. In some strains of hogs extremes had been reached, everything had been sacrificed to producing length and the result was length of leg, which was undesirable. On the question of economical feeding, some people were under the impression that it costs more to produce a good long, bacon hog than it cost to provide a fat hog. He said this was entirely erroneous, that by experience he found it was otherwise, the flesh on the long hog weighed more than the fatty hog—the short, stubby hog, while making a great show weighed very little. Prof. Day said farmers were apt to jump on the packer; he was not there to say anything for the packer as he thought he was well able to look after himself, but the breeders were to blame themselves a great deal because they did not care as to the quality of the hogs so long as they got them off their hands. It was impossible to tell whether a hog would be soft until after it had passed through the brine, consequently the packer had to bear this risk and if he lost by this one season he was going to try and make it up next season, and consequently it came back on the breeder every time. If the breeders in this province wished to build up a good business they must pay attention to this matter. So far as feeding was concerned if corn were used in conjunction with skimmed milk a good deal of corn could be used, as skimmed milk contained what the corn lacked, good results were to be obtained from this, but corn alone resulted in soft flesh, though after the pigs have obtained a weight of 90 or 100 lbs any quantity of corn could be used. Barley is looked upon in Denmark as the standard food for producing first class bacon. He did not believe in giving pigs much exercise after they reached 100 lbs, as it then cost more to produce flesh.

T. G. Raynor, of Rosehall, Ont., delivered a short address on pork production.

Prof. Day, talking of the breeds, said the result of five years' experiments showed the breeds in the following order so far as good bacon animals are concerned: 1st, Yorkshire; 2nd, Tamworth; 3rd, Berkshire.

**New Zealand Railways and Trade.**

Thomas Fleming, of Invercargill, New Zealand, and a resident of that country for the last forty years, is in the city at present on a combined business and pleasure trip through Canada and the United States after which he will visit his old home, Scotland, returning again by the same route. Mr. Fleming is a member of the large milling firm of Fleming & Gekison, of Invercargill, and a director of the Southland Frozen Meat and Export Co., which operates large freezing works on the banks of the Mataura river on the Dunedin railway. The Mataura at this point has a natural sheer fall of about twenty feet over the rock. Mr. Fleming was interviewed and gave some interesting information regarding his adopted country in regard to the railways, he states that with one or two small exceptions they are owned by the state. Formerly they were under the control of three railway commissioners, but now they are under the control of a member of the cabinet who is styled the minister of railways.

"The consequence is," said Mr. Fleming, "that during election times all sorts of corruption creeps in and the railways are used as a huge political machine, all the servants having votes. The railways are all narrow gauge and the speed of the fast express trains is about 30 miles an hour, while the other trains run at a speed of from 10 to 15 miles an hour. No trains are run at night except a special once in a while. To give an idea of the way they travel there, Mr. Fleming states that a passenger will leave Invercargill for Christchurch—a distance of about 400 miles—at 11.40 a. m. arrive at Dunedin, 140 miles, at 5 p. m. He will stay there all night and again take the train at 11 a. m. and arrive at Christchurch at 9 o'clock the following evening, thus consuming two days on the journey. The passenger rates are about five cents per mile. The freight rates for grain and flour are high for short distances, but are reduced considerably on the longer hauls. Mr. Fleming thinks it a good idea to have the railways owned by the government if they could be freed from political influences. In New Zealand, for instance, several lines of railways have been built where they should not have been and these have been unprofitable to the state.

A considerable quantity of American and Canadian goods are imported by the New Zealanders, reapers and binders and other farm implements are all from Canada or the United States, together with large quantities of furniture.

The frozen meat industry is a feature of the island's economy and large quantities are exported. The rabbits, which are a worse pest in New Zealand than Australia, are also trapped and exported in large quantities. Government inspectors are appointed to look after the trapping of rabbits and also to poison them.

Mr. Fleming gave it as his opinion that the government of New Zealand is going a bit too far in its labor legislation from the manufacturer's standpoint. "There is a danger of scaring capital away from the island," he said, "and preventing the starting of new industries. Of late, their labor laws savor too much of class legislation. With such legislation it is impossible for the local manufacturers to compete with the outside world and it is getting to be New Zealand for the New Zealanders. The labor unions are strong and we have our arbitration courts and conciliation boards, but the results of compulsory arbitration are not satisfactory. Union men must get preference of employment; this is compulsory by act of parliament and is most unfair. The compulsory weekly half holiday is decided on by the borough councils and the rate of wages, number of holidays and number of apprentices in proportion to adult employees are all determined by the government. No apprentice under 18 years is allowed to work on a half holiday, and in consequence of this, the youth of New Zealand are unemployed from the time they leave school until they are 18 years old. Business people and merchants are not allowed to deliver goods after 1 p. m. on a half holiday. In conclusion Mr. Fleming commented interrogatively "What kind of a law is that for Britshers?"

**Railways and Canals.**

Ottawa, Feb. 19.—The annual report of railways and canals was presented to parliament yesterday. The gross earnings of the Intercolonial for the year amounted to \$4,552,071, an increase of \$813,740, and the working expenses to \$4,431,404 including \$164,694.47 rent paid for the extension into Montreal, being an increase in comparison with the previous year, (when \$210,000 was paid for such rental), of \$253,718. The excess of earnings over expenditure, being \$120,667, against an excess of expenditure over earnings in the previous year of \$62,645.23, or a betterment of \$83,021. Comparing the earnings with those of the previous year, the passenger traffic produced \$1,401,469, or 30.85 per cent of the gross earnings, an increase of \$237,006. The freight traffic amounted to \$2,912,790, or 63.99 per cent of the gross earnings, an increase of \$564,693, and the carriage of mail and express freight produced \$233,811.32, or 5.16 per cent of the gross earnings, an increase of \$12,029.62. The earnings per mile of the railway were \$362.52, an increase of \$618.97. The gross earnings of all the government roads last fiscal year amounted to \$4,774,161, showing an increase of \$828,344 com-

**Advertise**

Businesses for Sale,  
Partners Wanted,  
Etc., in

The Commercial



"Enclosed please find \$2.50 for advt. in your paper. The result was first class." So writes a merchant who advertised a business for sale in the Commercial. Place for sale or want advts in The Commercial. It reaches nearly all business people in the West.



pared with preceding year. The gross working expenses amounted to \$4,665,228, an increase of \$758,015, net profit on the operation of the year was \$103,837. The Intercolonial gave a profit of \$120,667. The Windsor branch shows a profit of \$34,459. During the fiscal year in addition to the sum of \$1,459,000 paid to the Drummond County railway, there was an addition of \$1,790,348 on capital account expenditure charged to capital on the whole road up \$60,314,425. The number of passengers carried on the Intercolonial was 1,701,754, an increase of 183,659 over the previous year. The freight increased by 500,447 tons.

There were 17,557 miles of railway operated in Canada last year, an increase of 417 miles over 1899. The number of passengers carried was 21,500,175, an increase over the previous year of 2,266,810. Other interesting figures are: A paid up capital of \$98,266,104, an increase of \$33,568,620, the gross earnings were \$70,740,270, an increase of \$8,464,486; the net earnings were \$23,010,472, an increase of \$1,602,805, working expenses \$471,690,798, an increase of \$6,983,531. The freight carried amounted to 35,946,183 tons, an increase of 4,731,430 tons. Train mileage was 55,177,871, an increase of 2,962,661; passengers killed 7

**Winnipeg Raw Fur Prices.**

Following is a list of the prices now being paid by responsible fur buyers in Winnipeg for consignments of furs from all parts of the west.

	From	To
Badger, prime . . . . .	\$ .25	\$ .50
Bear, black, small . . . . .	4.00	10.00
Bear, black, middling . . . . .	3.00	12.00
Bear, black, large . . . . .	12.00	20.00
Bear, brown, small . . . . .	3.00	8.00
Bear, brown, middling . . . . .	3.00	12.00
Bear, brown, large . . . . .	12.00	18.00
Beaver, large . . . . .	5.00	7.50
Beaver, middling . . . . .	3.00	5.00
Beaver, small . . . . .	1.50	2.50
Fisher, according to size and color . . . . .	4.50	8.00
Fox, silver, according to size and color . . . . .	50.00	150.00
Fox, cross, according to size and color . . . . .	5.00	15.00
Fox, red, according to size and color . . . . .	1.00	2.50
Lynx, according to size and color . . . . .	1.00	4.00
Marten, large, dark . . . . .	5.00	10.00
Marten, large, brown . . . . .	4.50	7.00
Marten, large, light, pale . . . . .	3.50	4.00
Mink, according to size and color . . . . .	1.00	2.00
Musquash, winter . . . . .	.03	.10
Musquash, spring . . . . .	.06	.12
Otter, according to size and color . . . . .	5.00	10.00
Skunk, according to size and color . . . . .	.25	.75
Wolf, timber . . . . .	1.50	2.50
Wolf, prairie . . . . .	.50	1.00
Wolverine, according to size and color . . . . .	3.00	6.00

The above prices are for prime skins only, and vary according to size and color.

**Ocean Grain Freights.**

There has been an improved demand for ocean grain freight from this port for spring during the past week, says the Montreal Gazette, and a moderate amount of business has been done to some ports while others are still neglected, owing chiefly to the fact that agents will not accept the bids made. In the whole, however, the feeling is easier and rates in some cases have been shaded. The first engagement of freight this season from Quebec was made last Friday, and it was for a line of 500,000 bushels to London at a rate said to be about 2s 3d. Other engagements for smaller quantities have been made since at 2s 1 1/2d to 2s 3d from here. A line of Glasgow space was taken yesterday at 2s 1 1/2d. Asking rates to Liverpool are 1s 7d to 1s 3d; Avonmouth, 2s 1 1/2d to 2s 3d; Leth, 2s 6d; Hamburg, 2s 1 1/2d, and Dublin and Belfast, 2s 6d. Mail advices from New York say—Steamers for grain are in very limited

**OVERALL CLOTHING**

Ove -alls  
Pants  
Smocks  
Shirts



OUR GOODS ARE WELL MADE. They will please your customers. You will be pleased yourself. Send us your orders. Satisfaction guaranteed.

The Hoover Mfg. Co. Ltd. Maw's Block WINNIPEG.

**Bakery Business for Sale.**

One of the best bakery and confectionery businesses in the Northwest for sale. Rare opening for a hustler. Capital required, \$1,500.00 to \$2,000.00. Poor health cause of selling. Possession given at once. Write C. O. S., care Commercial, Winnipeg, Man.

**To Rent.**

TO RENT—BEST STAND IN VIRDEN. Known as Joe Merrick's corner, now occupied as general store, or a good general job stock wanted to purchase. W. F. Scarth, Virden, Man.

**WANTED**

A Situation by a Dry Goods Traveller. With eighteen years connections in Manitoba and the Northwest Territories. Can handle any lines in connection with General Dry Goods Trade. First-class references Address Thos. A. Montgomery, 240 Garry street, Winnipeg, Man.

**PARTNER WANTED**

A respectable young man, worth \$1,000 to \$1,500, to go into Hotel Business in a most prosperous mixed farming district on the Soo line in Assiniboia. New building just completed. Address G. A. H., care The Commercial, Winnipeg.

**TO SELL OR RENT**

A good butcher business, 200 miles west of Winnipeg, main line C. P. R. A good town and country trade, also good dwelling house close by. Present occupier going west in the cattle business. Applicant must be of good standing and reliable. Apply N. Y. Z., Commercial Office, Winnipeg.

**Wanted**

An experienced bookkeeper for a creamery and produce business, now being organized as a stock company. One who is able and willing to take an interest in it preferred. Address: A. Whitehead, P. O. Box 163, Brandon.

**SET AND CAP SCREWS**

We are the oldest, largest and best equipped company in the Dominion manufacturing milled screws. Write for catalogue. The John Morrow Machine Screw Co., Ingersoll, Ontario.

WANTED—Capable, reliable person in every country to represent large company of solid financial reputation: \$936 salary per year, payable weekly, \$3 per day absolutely sure and all expenses: straight, bona fide, definite salary, no commission paid each Saturday and expense money advanced each week. STANDARD HOUSE 334 Dearborn St., Chicago.

request, though tonnage is not urged, owners asking full previous rates for boats available or in prospect. February tonnage to Cork for orders is held at 3s 3d, and March 3s 1 1/2d. Berth term rates to picked ports remain 2s 1 1/2d for February, and 2s 6d for March. Charters Grain—British steamer Forest Brook, 16,000 quarters, from Newport News to Harwich, 2s 9d berth terms, February; British steamer Westminster, 2,510 tons, from San Francisco to United Kingdom or Continent, 3s 6d, prompt.

"Judge," cried the colored prisoner: "you say you gwine ter gimme justice. Fer de Lawd sake, don't do dat, jedr— I got trouble enough now!"