

Handling the Grain.

The large increase in the wheat crop of Manitoba this year has led to serious complications in connection with the storage and transportation of the grain. The facilities of the Canadian Pacific Railway Company have been taxed to their utmost for several weeks to cope with the very large movement in progress, and the Canadian Northern Company has also had every available engine and car which it could command employed. It is stated that the Canadian Pacific Railway has some 200 engines and 700 cars now employed in handling this traffic, and that the grain pours into country elevators faster than it can be handled away. So great is the volume of receipts that the closing of navigation at Port William may be

to the handling of Manitoba's big crop. When it is considered that the crop was unimagineably large to begin with, that farmers were short of harvest help, that five or six weeks of rainy weather intervened just at the best part of the threshing season, that the Canadian Pacific Company entered upon its fall trade with a track out of condition on account of the strike of section men, and an unusually heavy general traffic to handle, and that men and rolling stock were scarce, it will be seen that the task of handling this crop was a serious one. The fact that already over 12,000,000 bushels have been taken out of the country since the first of September, exclusive of flour, as against 13,000,000 bushels for the whole of the preceding twelve months is the best indication of what has already been accomplished.

price had to be advanced 3 cents. The government agent no doubt tried to buy the oats as cheaply as possible, but found it impossible to buy so much under the market value as the first price offered would indicate.

Profitable Farming

The following figures speak for themselves. They show that farming in Western Canada produced results which discount place mining, lotteries, wheels of fortune, or any other known means of producing large returns for small investments. The Press reporter, by Mr. Thompson Beattie, of the firm of Haslam & Wright, who has just returned from a trip west on the main line of the C. P. R. Their correctness is vouched for by Mr. Jos. Glenn, farmer, of Indian Head, and also by the manager of the government experimental farm at that place.

Last year Mr. Glenn bought a quarter section of land, or 160 acres, for \$200. This year the entire quarter section was under crop. He allows expenses in connection with the crop as follows:—Burning at \$5 per acre, \$800; seed grain, \$14; labor of seeding, \$30; binder twine, \$84; harvesting, \$350; delivery to elevator, \$210; incidentals, \$100. A total of \$1,168, including the cost of the farm. The yield was 7,447 bushels of wheat, which sold at 55 cents, realizing \$4,106.55. After all expenses and the farm were paid for Mr. Glenn thus had a clear profit of \$2,937.55. The yield averaged 47 bushels of wheat to the acre.

Klondike Prospects.

T. D. McFarlane, formerly in business in Brandon, Man., has returned from the Klondike, where he spends every summer looking after his mining properties. He has no doubt as to the permanency of the Klondike from a business standpoint as the country has too much gold, which is spread over a large area, ever to be worked out, and has as well large coal districts. Mr. McFarlane considers that there are now enough moneyed men

C. P. R. Lake Service.

W. B. Bulling, assistant freight traffic manager of the Canadian Pacific railway, has issued a circular announcing that the last steamer of the company's line for the present season of navigation will leave Owen Sound for Port Arthur and Port William on Nov. 28, and the last steamer of the Northern Navigation Company will leave Owen Sound for Port Arthur, French River and Byng Inlet on Nov. 25, and for Sault Ste. Marie and intermediate points on Nov. 26. Agents east and south of Montreal, after Nov. 21, and agents Montreal and west after Nov. 23, are advised to discontinue the acceptance of freight destined for Port Arthur, Port William and points in Manitoba, the Northwest, British Columbia and Kootenay district routed via "lake and rail." After these dates all freights must be forwarded via all rail route and way-billed at all rail rates.

Trade in Mexico.

The latest consular report on Mexican commerce contains facts which should prove of interest to British traders. It is stated that the trade of Mexico, which, in a great measure, depends upon the market value of its merchandise, shows a continuous increase of nearly 50 per cent. over the value of the exports in the year 1885. The import trade of wheat, which is over 8.3 per cent. over the value of the imports in the same year, while in both the imports and exports a steady increase is visible year by year. The increase, as has more than once been stated, indicates the continuous development of the country. The trade of Mexico may be small as compared with other countries, but it must also be remembered that this is a new country, whose resources are practically unknown, although some of them have been explored and developed by speculators, whose sole aim has only been to make the most for themselves, to the detriment of the nation and the general public. Fifty years ago (and even less) the greater portion of the trade of Mexico was carried on by British houses. As late as 1872-73 the British trade with Mexico was in a



Manitoba Farm Home—Residence of J. H. Glover, near Boissevain.

followed by a complete filling up of all storage elevators at lake and interior western points and the marketing at country points thereto would be limited to the full capacity of the transportation agencies which is placed at under 300,000 bushels per week. It is considered by all well-informed persons that the Canadian Pacific Railway has met the unprecedented demands of this year's grain movement in a splendid manner, but the colder weather which now prevails interferes with the working of engines to some extent and winter conditions which may set in at any time makes it probable that this trouble will be still further accentuated. The carrying capacity of the railroads is governed by the motive power available and an increase in the number of engines would be of great value just at present. The Canadian Pacific has done its best to secure additional engines for the west, but has been disappointed in the delivery of these. No more engines can be spared from the eastern division of the road without crippling the service at that end. It is understood, however, that a temporary arrangement is being made at present by which some engines will be borrowed from the Intercolonial for use in the west. Five are already on the way here.

The question of keeping navigation open at Port William until the Saint and Pelee has been under discussion lately. It is in the opinion of the grain movement could be greatly facilitated. Heretofore navigation has been extended to the first of December, but it has been the opinion of the trade that by the use of ice-breaking tugs at Port William this time could be indefinitely extended. Navigators say that on the lakes there is better weather in December than in November and the dangers of navigation are less. If this is so and the service at Port William can be kept broken the season can be extended considerably. The Dominion government has assured the trade here that it will make arrangements for keeping the harbor open this year and for continuing its light-house service on the upper lakes. An ice-breaker will be secured at Duluth for this service. The only other obstacle to December navigation is the insurance. Present the companies doing marine insurance discontinue business on December 5, but they have been applying for an extension of time. This they have tacitly agreed to grant if the weather is favorable. Definite information on this point should be forthcoming in a few days.

It will give a general idea of the position of affairs with regard

Alberta Oats.

Quite a little interest has been taken in the government offer to purchase oats in Northern Alberta for shipment to South Africa. The government agent offered 27c for Edmonton district points for the oats, but as this price was much below the ordinary commercial value for shipment the government was obliged to advance the price to 29 cents per bushel. Evidently somewhat expected



Dam of Keweenaw Power Co. at the Lake of the Woods, near Rat Portage, 130 Miles east of Winnipeg, whence it is proposed to transmit power to Winnipeg.

to make a little political capital out of this government out-purchasing business and was disappointed, as some silly stories have been sent out about a combination of the grain men to prevent the government from obtaining the oats. The fact simply is that owing to high prices and steady advance in the market the farmers could get better prices to ship than was offered by the government. The government was not buying oats in Alberta for the benefit of the farmers. They went there they thought they could get the order filled, and the prices offered was lower, and not higher than the ordinary market value, as shown by the fact that the

in that country to make them independent of outside capital, and as proof of this says that a railway will soon be built from Dawson to The Forks, a distance of sixteen miles, entirely by Indian land. It requires money to develop these resources and the working man is no better off there than anywhere else.

The new Hay-Panofrette treaty was signed on Nov. 18 at Washington by the representatives of Great Britain and the United States. It relates to the proposed isthmian canal. The terms will not be made public until the treaty is presented to the senate.

fairly flourishing condition, but from the date of the opening of the Mexican Central and Mexican National railways the American manufacturers have yearly increased their trade with this country. To-day the British trade is confined to a few agents, there being no important commercial establishments, who, by means of samples and catalogues, undertake the execution of orders. If the British manufacturer or trader wishes to open or increase his trade with this country it is imperative for him to adopt other methods, and, first of all, consult the wishes of his customers, by not forcing upon them articles that, in his opinion, might appear suitable.