

benefitted by a little variety of diet and authorities say there is nothing better than potatoes. Every potato can therefore be turned to good account, especially in Manitoba, where soft winter food for stock, in the shape of roots, is not largely grown. If the farmers would try feeding some of their potatoes, they would perhaps find them so valuable that they would make an effort to grow more of them in the future for food for live stock.

COST OF EXPORTING WHEAT.

A statement has lately been published in several Manitoba papers purporting to show the cost of exporting wheat. The figures given, however, are much too low in some respects. The statement was evidently copied from a Minneapolis paper and referred to a shipment of wheat made some time ago. It would not, however, apply at the present time as rates are much higher now than in the summer. Below we give a statement showing the cost of exporting wheat as per rates in force the first of last week. We will take say Brandon as a starting point.

Freight Manitoba to Fort William....	11.40
Elevating and inspection Fort William	.85
Freight and insurance to Buffalo.....	6.50
Elevating charges at Buffalo.....	1.00
Canal freight, insurance, to New York	3.00
Elevating and handling charges New-York	1.50
Freight and insurance to London.....	6.50
Loss weight in transit.....	.50

31.25

This only includes the actual visible expenses from a 19 cent freight rate point in Manitoba, after the wheat has been loaded on cars. There are also other expenses, such as maintaining buyers and elevators at country points, telegraphing, office work, etc., which are a legitimate charge against the wheat and are just as much a part of the cost of exporting as is the freight rate. Allowing three cents for these items of expenses, we have a total of 31½ cents per bushel as the cost of taking wheat from Manitoba to England. There are also heavy landing charges in England, so that a comparison of prices here and in England would have to be made with the price there at the docks, and not in store quotations.

Compared with recent sales of No. 1 hard in Liverpool at 25s to 26s per quarter, equal to 75 to 77c per bushel there the value of No. 1 hard in Manitoba, for export, would be about 40½ to 43 cents per bushel, to farmers at 19 cent freight rate points to Fort William.

VALUE OF AN EXPORT STEER.

A choice export steer will bring 3 cents per pound, live weight, at the Winnipeg stockyards, yet the farmers are selling many of their fat cattle, so The Commercial is informed, at about 2c per pound, and some are not bringing more than 1½ cents per pound. The reason of this is that they are not the right class of animals, and can be sold only to local butchers, being too small and generally unsuited for export. It costs as much to export a small animal as a large one, hence the

small ones are avoided. Besides, they are not suitable for the British markets. It likewise costs just about as much to raise a scrub animal which will sell at 2 cents per pound as it does to raise a good animal which will sell at 8 cents per pound. Why then will farmers bother with the scrubs? By raising a good animal they are always sure of a ready sale at a good price, while the scrubs are often very difficult to dispose of at all. The latter can only be sold to local butchers, while a good animal is suitable for either the home or foreign markets. Farmers in the Winnipeg district who raise cattle fit for export, have this season been taking their animals to the Winnipeg stockyards and getting prices varying from 2½ to 3½ cents per pound, live weight, according to the quality of the animal and the position of the market at the time of marketing. At the same time, cattle only saleable to local butchers have not touched over 2½ cents for some time, and would hardly bring this price now for anything. This is surely a strong reason why farmers should cease raising scrub animals. Viewed from the commercial standpoint there is certainly nothing to recommend the raising of scrub animals, and agricultural authorities also tell us that there is no advantage in them from a purely agricultural point of view. Why then raise them?

EDITORIAL NOTES.

THE Free Press quotes approvingly an article from a Minneapolis paper, advising the cleaning of wheat to save freight on dirt. This is one of the very things which is sought to be accomplished in Manitoba by the elevator restrictions, though it is not appreciated at its full value.

THE cattle trade of Manitoba and the west is a long ways behind the wheat trade yet, though the Free Press thinks it will not be long before the former outstrips the latter. Even allowing that the exports of cattle this year will be as large as the Free Press predicts, it would represent a sum of only about \$1,500,000. Of course, this is very good, and shows a large increase over last year, but it is not in it with wheat yet.

It was not to be expected that the grain trade would quietly submit to a tax for Dominion revenue purposes upon the trade. The Winnipeg grain exchange has already protested against the order-in-council relating to the inspection fee of 60 cents per car, by which the government proposes to retain a portion of the amount received from the inspection of grain. The inspection fee is 60 cents per car, and heretofore the inspectors have retained the entire fee. The exchange a short time ago asked to have the fee reduced to 40 cents, as with the large crop this year, it was believed the latter sum would provide ample remuneration for the inspectors. Instead, however, of reducing the fee the government has passed an order continuing the fee at 60 cents, but directing that the net income of the inspectors, over \$1,000, shall be paid over to the government. Thus the government is seeking to derive a revenue from the grain trade. This latest order has aroused great indignation in grain circles here.

A meeting of the grain exchange was held on Wednesday last and a strong resolution passed, urging that the fee be reduced to 40 cents per car at once, as the present fee is an oppressive tax on legitimate trade. It is certainly remarkable that the government should seek a revenue from a tax upon the grain trade, and the order cannot be too strongly condemned.

Our Correspondence Column.

The Commercial is almost daily in receipt of letters coming from all parts of the continent and sometimes from Great Britain or other foreign countries, asking for information upon various subjects. In the past we have answered such correspondence by private letter, but hereafter they will be answered through The Commercial. We have also already received some requests for information upon the grain question, in reply to our offer last week to answer any question of fact for the information of country editors.

Brandon.—The information you require will be found under the heading "Grain Trade Cassip" in this issue.

Cheese-maker.—The ocean rate on dairy products is quoted on a gross ton or 2,240 pounds. The same applies to flour and provisions. Thus a quotation of 15 or 20s on cheese means per gross ton.

British crop.—The wheat crop of Great Britain will be found on page 100 of The Commercial of October 14.

Barley.—Barley could not be exported except at a very low price. No. 1 barley is only worth 40 to 42c on track at country points in Ontario, which indicates very low prices. We understand very little if any exports of barley are being made from Ontario.

Cost of exporting.—The table you refer to, which we notice has been published in several Manitoba papers of late, is not correct. Some of the items of cost of exporting wheat are much too low. The table was taken from a Minneapolis paper, but it was evidently intended to show the cost of a particular shipment of wheat made some time ago. The rates given are summer rates, and they are much higher now. For instance, the table you refer to quotes 3 cents Duluth to Buffalo. This was the August rate. On Monday the rate was firm at 6 cents per bushel.

J. E. C.—We only offered to answer "questions of fact." There is no fact about the matter. There simply "ain't" nothing to it.

Flax Seed.

Chas. D. Boyce, representing the Albert Dickson Co., seed merchants, of Chicago, was in Manitoba last week looking for flax seed. Prices are too high here, however, to permit of shipping to the United States. Manitoba farmers are receiving 70 cents per bushel for flax seed. This is equal to \$1.08 to \$1.10 per bushel at Chicago, adding freight expenses and duty, while the seed has ranged from 92 to 95c per bushel at Chicago. There is a duty of 20 cents per bushel on flax seed going into the United States. The Canadian crushers can therefore easily prevent the export of flax seed by paying a price here which will prevent its shipment to the United States, and this is what they are now doing. The present price paid to farmers is almost as high as could be paid to ship to the United States even if there were no duty on the seed going into that country.

The parcel post rates between Great Britain and Canada have again been reduced. For the future the charge will be 8d. for the first pound and 6d. for every subsequent pound.