WITH THE FARMERS

CITY MARKET IMPROVEMENT.

Upon a crowded day on the city market an observer will notice the farmers standing talking in groups. Upon investigation it is found that each group is very apt to represent one of the settlements surrounding Edmonton. They come from all around: North, south, east and west, for from twenty to fifty miles.

On Saturday for example one group standing near the corner represented a settlement east of Leduc.

"Yes, we came all the way to Edmonton to market our potatoes,' said one farmer.

Then a lady who had sold her butter and eggs on the market exclaimed: "This is the first time I have been on the city market but I sold my produce for a good price and for cash. I am coming back."

The city market is an interesting place on a busy day. But the decaying hay and manure scattered over the square more resembles a farm yard than a city square just a stone's throw from the office of the Health Department. On a windy day the farmers who sell the dainty dairy butter or the dressed meats or poultry, have to keep it covered to keep off the dirty dust from the pavement or the manure from the square which a passing gust of wind might deposit upon the good-looking butter. A passing shower lays the dust, but there is no shelter for the ladies from the farms, who pluckily have to stand and wait till a purchaser comes to buy.

A farmer of a philosophical turn explained why they went to a town to trade and to which kind of a town they preferred to go. "We want to sell dear and to buy cheap. We prefer to go to a town or city where there is a good market and where we can sell for cash. We will very likely spend the cash again in the same town. But we will come to the town to trade where we can sell for cash."

The city market is well patronized by both farmers and citizens, for it is a convenient meeting ground for both.

The farmers will be glad to hear of the interest the city aldermen are taking in improvement to market conditions.

One advocates a market building and better accommodation for those who have produce to sell. Another advocates a municipally owned stock yard market. With the profitable development of the Edmonton district along the lines of mixed farming these improvements are much needed.

Wheat.

The Alberta mill reports a little more new grain coming in this week than last week, but the grain market it not very active yet, no doubt due partly to the recent wet weather delaying threshing. The price quoted for wheat is:

No. 1 northern	80 to 81c
No. 2 northern	77 to 78c
No. 3 northern	73 to 74c

Brackman-Ker quote 28 to 30c for milling oats.

CITY MARKET.

Some reports from the country indicate that the supply of good hay may be even more limited than was anticipated. The season has been quite unfavorable at times for haying and stacking was in some cases considerably delayed. In other cases where stacking was rushed the hay was slightly damp when stacked and the effect tis shown in the stacks. The daily supply and demand on the city market fluctuates with the state of the roads and weather and the chance of an acute demand in the city on a day when few loads are on the market. If much hay is pressed for export it will assuredly help to stiffen the price.

Timothy hay sells for $25.00 per ton; upland from $15.00 to $20.00 per ton; slough hay $10.00 to $15.00 per ton. Green feed and oat sheaves $10.00 to $15.00 per ton. Oats, 34 to 38c per bush.

The approaching winter seems to be steadying the price of potatoes and there is a slight upward trend. By the wagon load potatoes sold for from 40 to 50c per bush. and in small lots for from 40 to 55c per bush., or $1.00 per sack.

Butter and eggs are scarce on the market when the weather makes it rather uncomfortable in the open air market which is not then so well patronized by the farmers' wives who have butter or eggs to sell. Butter was in demand at 30c per lb., and fresh eggs sold freely at 35c per doz.

Live Stock Markets at Edmonton.

Hogs—150 to 225 lbs. weight, 7½c; heavy sows, 6 to 7c.

Cattle—Steers, 3 to 4c per lb.; cows, 2 to 3c lb.; heifers, 2¾ to 3¼c lb.; bulls, 1¾ to 2¼c lb.; calves, medium weight, 200 to 250 lbs., 4 to 4½c lb.; 250 lbs. and up, 3 to 3½c lb.

Sheep—5 to 5½c lb.; lambs, 6 to 6½c lb.

Produce Prices at Edmonton.

Live poultry—Fowl, 9 to 10c lb.; spring chickens, 11 to 12½c lb.; turkeys, 18c lb.; ducks, 15c lb.; geese, 12c lb.

Butter—No. 1 dairy, 25c lb.

Eggs—Fresh laid, 25c doz.

Dressed Poultry.

Turkeys—No. 1 dry picked, 20c lb.

Chickens—No. 1 dry picked, 15c lb.

Fowl—No. 1 dry picked, 13c lb.

Ducks—No. 1 dry picked, 15c lb.

Geese—No. 1 dry picked, 13c lb.

It is worth while plucking the poultry dry for they bring higher prices than the scalded birds. Both dealers and consumers are also urging the poultry raisers to fast the birds before killing for the keeping quality and the appearance of the birds is much improved.

The Edmonton Produce Co., Ltd., 755 Fourth street, Edmonton, quote the following market prices for farmers' produce on October 19th:

Eggs—Selects, 27c doz.; No. 1, 25c doz.; No. 2, 21c.

Butter—No. 1 dairy, 24c; No. 2 dairy, 22c; other grades according to quality.

Potatoes—35 to 40c per bush., according to quality for carload lots at Edmonton.

WINNIPEG GRAIN MARKETS.

Winnipeg, Oct. 20.—The cables came lower and though there was some buying in the morning by export houses, there seemed to be little or no actual export business, the fact of the decline in cables and a slight advance in Winnipeg putting prices once more very much out of line.

There was a pretty fair demand for Nos. 1 and 3 northern and for the commercial grades of 4, 5 and 6, but peculiarly no inquiry for No. 2 northern. The market was never active and at times dragged badly, but the close showed an advance of ¼ to⅜ for wheat. Oats were not as much asked for as yesterday and closed unchanged. Flax showed a general advancement of 2c on all months. The range:

Winnipeg markets—

Wheat.	Open.	Close.
October	95⅛	05⅜
November	94⅝	95½
December	93⅞	94
May	98¼	98⅞
Oats—		
October	32¼	32¼
December	33⅜	33¼
May	37½	31½
Flax—		
October	——	245
November	——	245
December	——	239

Winnipeg cash market—Wheat: No. 1 northern, 95¾; No. 2 northern, 92¾; No. 3 northern, 88¾; No. 4, 84; No. 5, 77¾; No. 6, 71¾. Feed: No. 1, 64; Rej. 1-1 northern, 90½; Rej. 1-2 northern, 88½; Rej. 2-1 northern, 86½; Rej. 1 northern for seeds, 89½; Rej. 2 northern for seeds, 87½. Oats: No. 2 white, 32; No. 3 white, 29¾; extra feed, 30. Barley: No. 3, 46½; No. 4, 40½. Flax: No. 1 N.W., 243; No. 1 Man., 241.

American markets—Chicago—

Wheat.	Open.	Close.
December	95⅝	94½
May	99¾	100¾
July	96	97¼

CHICAGO GRAIN MARKETS.

Chicago, Oct. 20.—Anxiety of export concerns to get as much grain to tidewater as possible before an advance in railroad rates November 1st was instrumntal today in hoisting the price of wheat. Another cause was the renewal of assertions that rains came too late in the northwestern part of Argentine and that crop damage there is irreparable. In the wheat pit selling was overdone early and a leading elevator concern picked up the bulk of offerings at the ensuing decline. Continued buying of the same kind started a train of purchases by shorts and the movement seemed to gather force with each advance. Farmers in the northwest were said to have shut off the marketing of spring wheat and at the same time there was an improved demand from the east for flour. The July wheat option in particular showed strengtn because of the Hessian fly talk. Primary receipts were reported as only a little more than half those of a year ago and then attention became centred on the eagerness of ocean shippers regarding the rail rate from Buffalo east. The advance November 1st is equal to 1½c a bushel. What bearish news there was came in half hour and consisted chiefly of indications of large world's shipments. The rise after that was practically constant. There was a little business done here today in new corn for export. Country offerings were very small.

PAKAN.

Bulletin News Service. . . . . .

Miss Madge Doze and Miss Francis Deyl, of Edmonton, spent last week at the Cresthill farm, the guests of the former's parents.

Mr. and Mrs. Ed. Carey, of Andrew, and Mr. and Mrs. John Fraser, of Edmonton, spent Sunday afternoon at Mr. Jack Smith's.

Mr. Jack Smith last week threshed three thousand bushels of grain. The following is the average per acre: Wheat 30 bushels, barley 34 bushels, oats 50 bushels.

Mr. Cullen Sykes, who is engaged in farming at Bear Lake, was yesterday joined by his family.

There died in the Pakan hospital last week Mrs. Scrabbo, of Wostok. Deceased had been ailing for some time and was brought to the hospital in a very critical condition. She lived only a few days. Deceased leaves a husband and large family, the youngest being only two years of age.

The surveyors of the C. N. railway are surveying the route on the north side of the river between Morinville and Battleford. It now looks as though we are to get a railway at last. The railway is the one essential to the development and success of this most fertile country. People are "laying on their oars," so to speak, awaiting an outlet for their products. The nearest railway station is Lamont, thirty-five miles distant from Pakan—a distance altogether too great. With the news that the C. N. railway is to build through this country has come optimism and a greater faith in the future of the valley of the Saskatchewan.

Threshing is in full swing.

THE STRIKE LEADERS ARE UNDER ARREST

The French Government Meets the Big Strike Situation in France With Firmness—The Traffic is Badly Hampered.

Paris, Oct. 13—The French government is meeting the situation coming from the general strike of railway employees with a firmness that challenges the admiration of even those who sympathize with the men in their demands for a minimum wage of $1 a day. Five of the most influential strike leaders were placed under arrest today in fulfilment of Premier Briand's promise to punish agitators. The National Railroad union has succeeded in thoroughly demoralizing the service on the Northern and Western systems. On the eastern and southern lines the situation this morning showed little change from that of yesterday.

The mobilization of railroad reservists decreed by the government is proceeding. The men have responded in large numbers, but as yet they have not been ordered to take up the work of the strikers. The strike is effective on the western road leading to Lemans and Brest, Cherbourg, Havre and Dieppe, and on the northern road extending to Amiez and about Calis. It had failed up to this afternoon on the southern division over Dijon. Chilons, Lyons and Marseilles on the Mediterranean line are affected. The eastern road to Belgium and German points was badly hampered but not wholly tied up.

French-German Traffic Stopped.

Berlin, Oct. 13—Passengers and freight traffic by railway with France was practically suspended today. Sleeping car tickets are no longer sold to French points. The banks complain of serious inconvenience in the matter of the financial trade between Germany and France.

Coal Mines Closed.

Courrieres, Oct. 13—The coal mines dismissed 4,500 employees today because of inability to ship coal during the railroad strike.

Grain Standard Board Meets.

Winnipeg, Oct. 13.—The Grain Standard Board of Western Canada is in session here to determine the standards of inspection for this year's crop. It did not meet last year on account of the uniform excellence of all grains.

AN IMPERIAL SCHEME FOR RAISING RECRUITS

an imperial scheme for raising recru

Naval and Military Tournament to Make Tour of Empire—Plans near Completion—Brigade Will Consist of Fifty Officers and 550 Non-Coms

News comes from London that a patriotic scheme of a most ambitious character is on foot, and, indeed, nearing completion. It is nothing less than a tour of the British Empire with a naval and military tournament, under the command of Colonel Burns, the object being to assist recruiting by depicting to the citizens of the Empire the life of the soldier, and, as far as possible, that of the sailor in the imperial services. The proposal originated with a few gentlemen who thought they saw a good commercial speculation in touring the empire with troops and the whole equipment of a naval and military tournament. In the course of inquiries in various directions, it was pointed out to these gentlemen that whatever might be the financial pospects, there were very great possibilities in their proposition from the point of view of assisting the army in obtaining recruits. They did not hesitate to change their plans, and have offered to finance the scheme, leaving the management and details in the hands of a number of officers who are interested in it. Already the plan is far advanced, and in the near future the work of selecting the men who are to take part in the tournament will begin.

The idea has appealed to the government, and while no definite promises of financial assistance have been given, the War Office authorities have intimated their intention to help in the matter by lending guns, small arms, and transport wagons. It is also hoped that a transport for conveying the new brigade to various parts of the empire. No definite promise has been given to this effect as yet, but many of those at the head of the movement believe that the government will furnish assistance in this direction.

Period of Enlistment.

The new brigade will consist of fifty officers and 500 non-commissioned officers and men, all drawn from the army reserve, and, where possible, preference will be given to men of good character who are at present out of work. Each man will enlist for three years, and their rate of pay will be 2 pounds a week, with free kit, rations, and sleeping accommodation. It is estimated that the total wages bill will amount to about 2,500 pounds a week. In addition to the officers and men who will represent the fighting force, there will be a mounted band, consisting of sixty men. Then there will also be a large force of civilians—cooks, camp attendants, etc.—which will bring the total strength up to between 800 and 1,000. Where distances are not too great, the brigade will proceed from town to town by road. On these occasions they will present an imposing pageant about a mile and a half in length, headed by their band. Amongst the "properties" of this Imperial Exhibition will be: 600 horses, 12 field guns, 10 wagons, 2 motor pantechnicons, 2,000 rifles and carbines, 2,000 bayonets, 70 tents, 2 marquees.

Upwards of a mile of canvas "hoarding" will be used to enclose the arena where the performances will be given.

Canada to Be Visited.

After touring through England, Scotland and Wales, the brigade will set out on its journey round the British Empire. Visits of from four to six months will be paid to Canada, South Africa, Australia, New Zealand and the Indian Empire. It is proposed to time the arrival in all the great Dominions so as to be there during the summer months. With care this is easily possible. Thus, those who are selected to take part in the tour will have nearly three years of summer.

Returning to England a grand display will be given in London extending over several days, after which two more tours will be made in the provinces, visits being paid to the smaller towns. From start to finish the great and continuous parade will occupy about three years.

The main idea of the whole scheme is to popularize the army. It is surprising, though absolutely true, that at the present moment many parents, particularly the mothers, will not allow their sons to join the Boy Scouts because they think it will foster in them a military spirit, and they are afraid of them joining the army. We want to show to the people of the British Empire what the life of the soldier really is, and to show them that the army, instead of being a profession to be shunned, presents one of the finest openings in the world for strong, active young men. We shall endeavor to get the local Territorials and patrols of Boy Scouts to take part in all our performances at every town we visit. We hope that they will assist in a display which we shall call 'Modern Arms.'

Every effort is being made to provide absolutely up-to-date performances, and there will be an airship make flights at each performance, when the weather permits, under service conditions.

One hundred thousand dollars has already been collected by the organizers of the scheme, and the whole matter is making good progress.

Carlinville, Ill., Oct. 19.—Testimony that the crew of the north-bound car disobeyed orders was given today in the inquest proceedings into the death of thirty-six passengers in the Illinois Traction System wreck near Staunton October 4th. The witness Superintendent Hansley, testified that the crew did not wait until both sections of the south-bound car had passed the meeting switch. Conductor Mehl of the south-bound car told the jury his car was going fifty-five miles an hour just before the collision. State Attorney Hemphill is assisting the coroner.

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THE FALLING OFF IN THE GRAIN SHIPMENTS

Western Inspections Show Some Heavy Decreases—Harvesting is Delayed—Later Returns Expected to Reflect More Activity—General Crop Conditions Indicated.

Winnipeg, October 19.—The inspection figures for September, the first month of the new crop year, give a clear indication of the quantity and quality of this season's yields in the various grains, particularly in relation to the returns for the same month last year. In both respects there is a marked falling off. There are many considerations which must be taken into account in determining the character of the grain production, but the showing made during the first month of the shipping season gives a fairly good basis on which to judge the general result. It is a well-known fact that the farmers are anxious to realize on their grain at the earliest possible moment, if market conditions are at all favorable to selling, and this desire is responsible for the heavy offerings during September. The assurance that grain shipped out soon after harvest will have the advantage of lake freight rates for a large part of its trip to thee seaboard also has an important influence Speculative sentiment may favor the holding of wheat or oats for an indefinite period, but comparatively few producers are in a position to wait. They need revenue, and they intend to get it. That is why there is a rush to sell in the early part of the season.

Decrease in Shipments.

The official figures for last month show that 12,937 cars of the four principal grains—wheat, oats, barley and flax—were inspected, as compared with 17,864 in September, 1909, a decrease of a little over 25 per cent. Cars of wheat numbered 11,597, as compared with 15,246, a decrease of nearly 24 per cent., while coarse grains were responsible for 1,340, as compared with 2,118, a decrease of nearly 37 per cent. The large proportion which the shipments of wheat bear to the total helps to offset the diminution in offerings of coarse grains. In only one instance, that of flax, has there been in increase, and the gain there has probably been due to the abnormally high prices now prevailing.

Quality of Wheat Not so Good.

The question of quality is of the greatest importance in connection with wheat, as the export trade in grain from the west is largely made up of that cereal. In September last year practically all the wheat inspected was of a good grade. In a total of 15,246 cars, no less than 14,163, or 93.46 per cent., were fit for delivery on contracts. This year, in a total of 11,597 cars, only 9,878, or 85.14 per cent. come up to contract requirements. More than half the shipments graded No. 1 Northern, or better, in September, 1909. The proportion of wheat of the same standard last month was a little over 20 per cent. The greater part of this year's crop, as far as may be determined by the inspections to date, grades No. 2 or No. 3. The diminution in quality, however, is made more conspicuous on account of the comparison with the figures of last year. The crop of 1909 was remarkable for its quality, and it practically established a standard by which future yields may be judged. It is almost too much to expect that as fine a grade of grain may be produced in the west in many years, and it would be most unreasonable to look for a yield of that class in the following season. Last season's crop was favored with the finest weather in the history of Western Canada, and as the atmospheric conditions play a big part in establishing the quality of the grain, a repetition of that sort of weather would be essential to the production of so great a proportion of the best wheat. agricultural methods, coupled with the use of the latest mechanical devices, may go a long way towards reaching the ideal, but they cannot altogether withstand the effect of adverse weather. There is no room to deny that the weather was adverse during the season which has just closed. It was particularly so in several districts where the best results might have been expected to follow the efforts of the farmers.

Shipments are Delayed.

In the matter of opportunities for shipment, the past month suffers by comparison with the same period last year. The warm, dry weather which was a feature of the autumn of 1909 was ideal for harvesting and thrashing operations on the plains, and excellent progress was made from the time the first binder commenced its rounds. In addition to this, the grain had ripened at an unusually early date, so that by the middle of August the work of saving the crop was well under way. The supply of help was larger last season, and every other condition was more favorable. Naturally the shipments in September reflected a more advanced stage of the farming operations for the year. By the end of that month practically all the thrashing had been completed, and the grain was ready for hauling to the elevators. A similarly rapid evolution has not been possible this year. The crop came to maturity later, the assistance obtained from eastern harvesters was lighter, and the frequency of rainstorms prevented continuous operations in thrashing. The multiplication of delays has been partially responsible for the smaller shipments, and it is possible that the effects of the various obstacles may be felt down to the close of lake navigation. It is admitted that the total wheat yield is about one-third less than that of last year, and the first month's deliveries do not reflect so great a decline in production. But the inspections in September, under fair conditions, should have been much heavier.

A Satisfactory Showing.

With regard to the average quality, a percentage of 85.18 of contract grades is a satisfactory showing under the circumstances. It is to be remembered that the first month's offerings consist largely of wheat from Manitoba, and the crop in this province is below the average both in grade and in volume. The reliance of the west as a whole is placed in the farms of Saskatchewan for this year, and when the shipments from that part of the country come forward in force the comparative showing may be more favorable. The present month should bring some changes in the relative standing of the two seasons, although it is not to be supposed that the excellent record of 1909 will be approached by that of 1910.

Summery of Inspections.

A summary of the wheat inspections for September shows that there were 7 cars of No. 1 hard, 2,421 of No. 1 Northern, 4,614 of No. 2 Northern, 2,775 of No. 3 Northern and 1,699 of lower grades. In winter wheat there were 11 cars of No. 1, 39 of No. 2, 11 of No. 3, and 20 of lower grades. There were also 886 cars of oats, as compared with 1,235 in September, 1909; 272 of barley, as compared with 775, and 182 of flax.

ROOSEVELT DENOUNCES NEW YORK DEMOCRATS

Declares Party There is an Alliance Between Wall Street and Tammany—Says Nothing About the Payne-Aldrich Tariff.

St. Louis, Oct. 11—Col. Roosevelt denounced the Democratic party in New York as an "unholy alliance between Wall street and Tammany," in a speech here and attacked the Democratic party in Missouri by calling it the "party that represents the special interests and special privileges." Col. Roosevelt also defended the present position of the Republican party in regard to the tariff. He did not discuss the Payne-Aldrich tariff law. He said the party was united on the doctrine that the tariff shall be such as to equalize the cost of production here and abroad and that it should be regulated by a commission.

Big Abattoir for Regina.

Regina, Oct. 20—Capitalized at half a million dollars, Hugh Armour & Co., Ltd., have been incorporated for the purpose of erecting a large abattoir and cold storage plant and dealing in live stock on a large scale. The men chiefly interested in the company are Hugh Armour and Robt. Armour, of Regina, and Wm. Armour, of Paisley, Scotland.

C. P. R. Adopts Telephone.

Regina, Oct. 20—From today the C. P. R. trains on the Broadview-Moose Jaw section, will be operated and despatched by telephone instead of by telegraph as heretofore, all necessary arrangements for the change have been completed.

AN ENGLISH M.P. AND THE GERMAN SCARE

Mr. George Sandys Seeks Proof for Tariff Reform—Travelled the Empire—Canada Still the Best.

Saskatoon, Oct. 12.—Free trade or protection, or, to put it in its more matchy and subtle phraseology, tariff reform, still holds a front place in the political program of Great Britain, and, in view of the next battle royal in the old country, Mr. George Sandys, the Conservative M.P. for the Wells division of Somersetshire, England, is now touring Canada with a view to obtaining the views of Canadians on the subject and studying commercial and economic conditions in the Dominion. On Sunday he arrived in Saskatoon, and yesterday a representative had an interesting conversation with Mr. Sandys.

Mr. Sandys arrived in Canada about three weeks ago, and since that time he and Mrs. Sandys, who is travelling with him, have visited some of the principal cities of the Dominion, including Toronto and Winnipeg and the district. In the latter city Mr. Sandys spent a very interest time with about twenty Somerset men, whom he met in conference.

"I came out for a trip," said Mr. Sandys, "in order to have a look round and to ascertain the views of the people upon that question, of which we are all talking in the old country, tariff reform. I have had lots of talk with people of all classes here, both business men and working men, and I do not find any evidence of a feeling in favor of free trade; in fact, where everything has been so prosperous under the tariff reform system it seems to me that it would be decidedly suicidal for them to adopt a policy of free trade. The working men would find it difficult to do better than they are doing. The wages are high and work is plentiful, and it seems to me you cannot do better than you are doing. Anyway, I have not found any desire for free trade in this country. The people seem to know when they are well off."

Reverting to the condition of things in the old country, Mr. Sandys said that there must be an election in the course of the next year, but whether it would come before the coronation or not they could not say. "But there is no question that when the election does come," added Mr. Sandys, "that it will be found that the result will be far different to the last election, and that there will be an enormous increase in the tariff reform vote throughout the whole country. There is no question about it that the feeling has changed in regard to tariff reform. One hundred and twenty seats went over to tariff reform at the last election. When we have had this system of free trade so long you cannot expect people to change all at once. Free trade has become so ingrained in them. I know myself of many cases where they were the strongest free traders a few years ago where they have now become tariff reformers, and the same thing is going on right through the country, and Canada I look upon as an object lesson in tariff reform."

Mr. Sandys has had considerable experience in connection with the army, and retired some time ago from the 2nd Life Guards, having served through the South African war. He is naturally, therefore, interested in anything relating to this branch of our national defence. The conversation drifted on to the question of England and Germany, and in this connection he said: "The great question in the old country just now is the naval question, and we are naturally wanting to know why Germany is making these enormous naval preparations and what her object is, and why it is. The Germans say it is merely for defending their coasts and their commerce, but their coast line is insignificant compared with ours, and their commerce does not certainly require this enormous naval force; besides, none has any wish to attack them. In Great Britain we have to make preparations which will be equal, or rather superior, to theirs. We are making an enormous sacrifice at the present time. We are spending about £1 ($5.00) per head per annum on the navy alone, for the defence of the Empire. We are also improving our army correspondingly.