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WITH THE FARMERS

THE BLACK RUST SCARES MARKETS.

Winnipeg, Aug. 3.—The weather, its changes and uncertainties, with the varied effects it produces or may produce on the growing or maturing crops, has served during the past week to influence and control, in a large measure, the speculative wheat market, because the trade for the time being belongs very much more to the realm of speculation than to the trading in actual wheat. The main interest in the wheat trade of the world is not taken up very much at present with the supplying of present or near-by requirements, but more with the problems as to what the effect of future supplies will have on future prices, and the profits to be made in guessing what the ups and downs in these prices may be from day to day and in the more distant future.

Erratic Markets.

Throughout the past week the course of the speculative wheat market has been extremely erratic, owing to the effect of weather changes and the effect of the reports of black rust damage on the minds of speculative traders. The weather over the continent, on the whole, has been of a favorable caste. Although marked by excessive rains and damaging storms in some districts, and by destructive hailstorms in North Dakota and Western Canada, a moderate general improvement has taken place in crops. The storm areas have been merely local, and while of very serious import to the individuals concerned and to the community in the damaged districts, the aggregate loss of crops does not detach much from the possible yield over the continent. The generally favorable weather and improvement in crops has engendered in the minds of many of the traders somewhat of a bullish sentiment at least as regards the present. On days when no fresh news of especially bullish character has been reported to favor the selling side, the effect has been to make prices decline.

A Rust Scare.

A moderate decline has emboldened the bears and led to pressure in selling short and thus to further decline. Several times during the week, however, sharply bullish reports have suddenly struck the market, and caused the short sellers to turn and run, and prices have advanced much faster than they declined. The principal source of these reports has been the reported finding of rust damage in Minnesota and South Dakota. Rumors of this kind had been current on the market during the last two weeks, but no satisfactory confirmation following, and the rust scare has been entirely without effect. On Saturday, however, some reports were sent in which evidently commanded attention, for within the space of a few hours the market was turned into an excited and advancing one, and the effect in Chicago and Minneapolis was to advance prices 2 1/2 to 3c. within the space of one hour. Even in Winnipeg an advance of 1c. was made.

Sudden Changes.

Tuesday and yesterday the excitement has subsided, and prices have been part of the sharp advance they made on Saturday, but, on the other hand, prices at the close show an advance of 5/8c. to 1c. in the United States markets, while in Winnipeg they are about unchanged. The speculative markets will continue to be subject to sudden changes in prices, should the weather during the remainder of the season show itself erratic. The growing crop, owing to their lateness and to the freakish nature of this season's weather, will almost certainly encounter greater risks than usual before being harvested. So long as no other disaster overtakes them, favorable spells of weather will mean ease in markets, and unfavorable weather the reverse; and should rust visitation spread widely, or a spell of wet weather, overtake the harvest, severe frost damage occur (and any or all of these are quite possible), a very sharp advance in prices would take place. At present, the black rust is the chief bogey threatening the spring wheat crop, and it may amount to nothing. Ever since the dire visitation of black rust in 1904, however, people have been looking for it. Probably some can be found every year, but it doubtless requires a favorable conjunction of suitable weather and stage of growth of the crop for it to spread.

Rust Statistics.

Somewhat important rust damage is not looked for this year, but it is interesting to recall the experience of 1904 in regard to it. The month of July that year was unusually wet and cool, and black rust had done much damage in June and July to wheat to the south of us in the United States. It gradually worked northward, and by the middle of August had played havoc with much of the crop over Southern Manitoba, but it did not spread over the whole country, and we after all secured a crop of 55,000,000 bushels over Western Canada, instead of the 30,000,000 bushels crop we had expected. The rust scare affected the markets, so that quite a boom took place in prices, which culminated on the 20th of August, 1904, at an advance of 2 3/4c. in 79 days. Winnipeg wheat, on August 1st, closed at 89 1/2c., and on August 20th it closed at 92 1/2c., an advance of 3c. After the climax on August 20th, there was a decline on several counts, but through out the season, up to the end of July, 1905, the American markets were frequently excited, and prices ran high, and, owing to a scare in the Winnipeg market, July wheat in that market closed at 135c. on the last day of the month.

WINNIPEG WHEAT MARKET.

Winnipeg, Man., August 4.—Cash wheat, No. 1 hard, 93 1/4; No. 1 northern, 92 1/4; No. 2 northern, 91 1/4; No. 3 northern, 90 1/4; No. 4 northern, 89 1/4; No. 5 northern, 88 1/4; No. 6 northern, 87 1/4; No. 7 northern, 86 1/4; No. 8 northern, 85 1/4; No. 9 northern, 84 1/4; No. 10 northern, 83 1/4; No. 11 northern, 82 1/4; No. 12 northern, 81 1/4; No. 13 northern, 80 1/4; No. 14 northern, 79 1/4; No. 15 northern, 78 1/4; No. 16 northern, 77 1/4; No. 17 northern, 76 1/4; No. 18 northern, 75 1/4; No. 19 northern, 74 1/4; No. 20 northern, 73 1/4; No. 21 northern, 72 1/4; No. 22 northern, 71 1/4; No. 23 northern, 70 1/4; No. 24 northern, 69 1/4; No. 25 northern, 68 1/4; No. 26 northern, 67 1/4; No. 27 northern, 66 1/4; No. 28 northern, 65 1/4; No. 29 northern, 64 1/4; No. 30 northern, 63 1/4; No. 31 northern, 62 1/4; No. 32 northern, 61 1/4; No. 33 northern, 60 1/4; No. 34 northern, 59 1/4; No. 35 northern, 58 1/4; No. 36 northern, 57 1/4; No. 37 northern, 56 1/4; No. 38 northern, 55 1/4; No. 39 northern, 54 1/4; No. 40 northern, 53 1/4; No. 41 northern, 52 1/4; No. 42 northern, 51 1/4; No. 43 northern, 50 1/4; No. 44 northern, 49 1/4; No. 45 northern, 48 1/4; No. 46 northern, 47 1/4; No. 47 northern, 46 1/4; No. 48 northern, 45 1/4; No. 49 northern, 44 1/4; No. 50 northern, 43 1/4; No. 51 northern, 42 1/4; No. 52 northern, 41 1/4; No. 53 northern, 40 1/4; No. 54 northern, 39 1/4; No. 55 northern, 38 1/4; No. 56 northern, 37 1/4; No. 57 northern, 36 1/4; No. 58 northern, 35 1/4; No. 59 northern, 34 1/4; No. 60 northern, 33 1/4; No. 61 northern, 32 1/4; No. 62 northern, 31 1/4; No. 63 northern, 30 1/4; No. 64 northern, 29 1/4; No. 65 northern, 28 1/4; No. 66 northern, 27 1/4; No. 67 northern, 26 1/4; No. 68 northern, 25 1/4; No. 69 northern, 24 1/4; No. 70 northern, 23 1/4; No. 71 northern, 22 1/4; No. 72 northern, 21 1/4; No. 73 northern, 20 1/4; No. 74 northern, 19 1/4; No. 75 northern, 18 1/4; No. 76 northern, 17 1/4; No. 77 northern, 16 1/4; No. 78 northern, 15 1/4; No. 79 northern, 14 1/4; No. 80 northern, 13 1/4; No. 81 northern, 12 1/4; No. 82 northern, 11 1/4; No. 83 northern, 10 1/4; No. 84 northern, 9 1/4; No. 85 northern, 8 1/4; No. 86 northern, 7 1/4; No. 87 northern, 6 1/4; No. 88 northern, 5 1/4; No. 89 northern, 4 1/4; No. 90 northern, 3 1/4; No. 91 northern, 2 1/4; No. 92 northern, 1 1/4; No. 93 northern, 1/4; No. 94 northern, 0 1/4; No. 95 northern, 0; No. 96 northern, 0; No. 97 northern, 0; No. 98 northern, 0; No. 99 northern, 0; No. 100 northern, 0.

WINNIPEG GRAIN MARKET.

Winnipeg, Aug. 5.—Cash wheat, No. 1 hard, 92 1/4; No. 1 northern, 91 1/4; No. 2 northern, 90 1/4; No. 3 northern, 89 1/4; No. 4 northern, 88 1/4; No. 5 northern, 87 1/4; No. 6 northern, 86 1/4; No. 7 northern, 85 1/4; No. 8 northern, 84 1/4; No. 9 northern, 83 1/4; No. 10 northern, 82 1/4; No. 11 northern, 81 1/4; No. 12 northern, 80 1/4; No. 13 northern, 79 1/4; No. 14 northern, 78 1/4; No. 15 northern, 77 1/4; No. 16 northern, 76 1/4; No. 17 northern, 75 1/4; No. 18 northern, 74 1/4; No. 19 northern, 73 1/4; No. 20 northern, 72 1/4; No. 21 northern, 71 1/4; No. 22 northern, 70 1/4; No. 23 northern, 69 1/4; No. 24 northern, 68 1/4; No. 25 northern, 67 1/4; No. 26 northern, 66 1/4; No. 27 northern, 65 1/4; No. 28 northern, 64 1/4; No. 29 northern, 63 1/4; No. 30 northern, 62 1/4; No. 31 northern, 61 1/4; No. 32 northern, 60 1/4; No. 33 northern, 59 1/4; No. 34 northern, 58 1/4; No. 35 northern, 57 1/4; No. 36 northern, 56 1/4; No. 37 northern, 55 1/4; No. 38 northern, 54 1/4; No. 39 northern, 53 1/4; No. 40 northern, 52 1/4; No. 41 northern, 51 1/4; No. 42 northern, 50 1/4; No. 43 northern, 49 1/4; No. 44 northern, 48 1/4; No. 45 northern, 47 1/4; No. 46 northern, 46 1/4; No. 47 northern, 45 1/4; No. 48 northern, 44 1/4; No. 49 northern, 43 1/4; No. 50 northern, 42 1/4; No. 51 northern, 41 1/4; No. 52 northern, 40 1/4; No. 53 northern, 39 1/4; No. 54 northern, 38 1/4; No. 55 northern, 37 1/4; No. 56 northern, 36 1/4; No. 57 northern, 35 1/4; No. 58 northern, 34 1/4; No. 59 northern, 33 1/4; No. 60 northern, 32 1/4; No. 61 northern, 31 1/4; No. 62 northern, 30 1/4; No. 63 northern, 29 1/4; No. 64 northern, 28 1/4; No. 65 northern, 27 1/4; No. 66 northern, 26 1/4; No. 67 northern, 25 1/4; No. 68 northern, 24 1/4; No. 69 northern, 23 1/4; No. 70 northern, 22 1/4; No. 71 northern, 21 1/4; No. 72 northern, 20 1/4; No. 73 northern, 19 1/4; No. 74 northern, 18 1/4; No. 75 northern, 17 1/4; No. 76 northern, 16 1/4; No. 77 northern, 15 1/4; No. 78 northern, 14 1/4; No. 79 northern, 13 1/4; No. 80 northern, 12 1/4; No. 81 northern, 11 1/4; No. 82 northern, 10 1/4; No. 83 northern, 9 1/4; No. 84 northern, 8 1/4; No. 85 northern, 7 1/4; No. 86 northern, 6 1/4; No. 87 northern, 5 1/4; No. 88 northern, 4 1/4; No. 89 northern, 3 1/4; No. 90 northern, 2 1/4; No. 91 northern, 1 1/4; No. 92 northern, 1/4; No. 93 northern, 0 1/4; No. 94 northern, 0; No. 95 northern, 0; No. 96 northern, 0; No. 97 northern, 0; No. 98 northern, 0; No. 99 northern, 0; No. 100 northern, 0.

LOOKING FOR FINE HARVEST.

Winnipeg, August 3.—"It was just two months on the last day of July since I left my home, at Reading, Pennsylvania, and I have spent some seven weeks of that time having a pretty good look over the great big country of Western Canada," said Mr. Jacob Schumann, a Tribune reporter yesterday while in the city for a few hours on his return trip south to his home. "I do not intend to re-visit this country, but I can help down east. We have been hearing all sorts of things about the Canadian west; its wonderful fertility, grand crops, fine climate and unlimited resources.

"I made up my mind to see it and satisfy myself as to the truth of everything we read and hear about it, and I have not been disappointed," said Mr. Schumann, who arrived in Winnipeg shortly after the first week in June, and, after spending a couple of days here, went up to Brandon, and stayed there for a day, and then went on as far west as Regina, where I took the train for Prince Albert, on the great Northern Saskatchewan river, some three hundred miles north, and a little west of Regina. I spent ten days in the Prince Albert district, and as some of the finest farms and prosperous farmers I suppose a man could find anywhere in the world.

"From Prince Albert I drove straight up that magnificent valley through the Edmonton district, to Carlton and Duck Lake, a few miles north of it; Battleford, Fort Pitt and the Ontario Lake district, and then to Victoria and Port Saskatchewan, and from there to Edmonton.

"Spendin' Stretches. "It would take a longer time than I have to spare," said Mr. Schumann, "to describe, even in a very brief way, the splendid stretches of fertile country, with its water sheds, bluffs of timber, and thriving settlements that I drove over and marvelled at. What ever settlements there are, they are all on the edge of the prairie, and are getting on splendidly and delighted both with the country, its fertility and with what they have before them.

"There is quite a large English settlement west of Fort Pitt, and if some of them are just a little better getting into the ways and methods of western pioneer life, nevertheless all things considered, they are doing very well indeed, with good crops and plenty of good cattle and horses, and as a rule comfortable houses. But what astonished me more than anything else I saw was the splendid progress that is being made by the Germans at their big settlements just a little from Port Saskatchewan, and between there and Saddle Lake. The people, I am told, began to arrive in the country and take up land hardly ten years ago, and with very little or no money at all. Yet today these hardy hard-working people have comfortable homes, fine farms, big crops and plenty of stock both cattle, sheep and horses.

"All this has been an eye opener to me. I can tell you, for it just shows exactly what any man can do in this wonderful land. The career of the backwoodsman, put up with a certain amount of hardship for the first two or three years, work hard, with a good deal of it, and as far as food goes, why during that time live on anything, no matter what it is, that will keep soul and body going, and then, when he has to do, and that is just what these same Germans did and are doing, I am told by people, that they have made a fortune. I have not seen any of them, but I have heard that they had no use for them when they first began to come in, but to-day I don't think you can find anywhere else in the world a people who prosper better than these same Germans.

Fine Crops.

"There has been much moisture in the north this season. I am told that has been the case further south, as far as the provinces of Manitoba, Minnesota and Dakota. I have not been in those parts, but where I have been, both along the Saskatchewan valley in the Edmonton district, in fact all over North Alberta, the crops are in good shape and there will be a good harvest there this year.

"Coming east from Calgary, I saw no indications of poor crops. I stopped at the house of a farmer, and saw a head of moonshine and Vindex and from what I saw and heard, if the wheat crop is a little late this spring, the report of plentiful rains have more than made up for any drawback on that account.

"I have no time to detail my trip," said Mr. Schumann, "but I don't want to stop right short of without saying that I have been simply dumfounded by everything I have seen, in this wonderful country, and of the towns and cities they are types of what surround them. Brandon, Regina, Prince Albert, Edmonton and Calgary. Why, only a few years ago these places were frontier towns, today they are cities, ten years from today they will be big ones.

"I asked as to what he thought of Winnipeg. Mr. Schumann said, 'Why, with everyone with a head and eyes, I think, it is the great big town the world is talking about. She has a population of over a hundred thousand now, in another ten years she will have a million. I just think she is the true getting off and getting on place for everything that means wealth and prosperity for the next hundred years. It is my intention to return to the Canadian west this year to make it my home, but it will be next spring before my family arrive and with them there probably will be quite a number of others."

OVER A MILLION IN CHEESE.

Three thousand farmers in the neighborhood of Belleville, Ont., last year, reported that the crop was up to the milk that went to the cheese factory—a great tribute to the prowess of the dairy cow as a money-maker.

CHICAGO WHEAT MARKET.

Chicago, Aug. 5.—An increase in the visible supply and in the primary shipments caused a decline of almost two cents in the price of wheat in the market today. At the close the September delivery showed a net loss of 1 1/4 to 3/8c. Corn was up 1/4 to 3/8c. Oats were a shade higher and provisions were 1/4 to 7/16c lower. The wheat market opened weak because of favorable weather in the northwest for the growing crop. Within the first 30 minutes of trading, prices advanced moderately in sympathy with a sharp upturn in oats, but the strongest tone soon gave way to renewed weakness which endured for the remainder of the session. The heavy tonnage of the Canadian west, its wonderful fertility, grand crops, fine climate and unlimited resources.

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WEST DEMANDS MUCH MONEY---SO DOES EAST

Says Sir Montague Allan on His Return From a Tour of the West—Declares the Demand For Money is World-Wide.

Winnipeg, August 6.—Sir H. Montague Allan, of the Allan Steamship Company, and president of the Merchants' Bank, arrived in the city this morning from the west. He has just completed a thorough tour of inspection of the branches of his bank in the west. He expressed his complete satisfaction with the development of the west and prospects for its future.

In all parts of the country through which he had passed the grain appeared to be in a satisfactory condition. This was especially true of the wheat, but even in the region between this city and Brandon, where reports indicated a shortage, everything is looking well at the present time.

First Trip in Twenty Years. "This was really my first trip through the west in twenty years," he said, "and it is needless to say that changes in the country were very astonishing and of a very satisfactory nature. One thing which I was sorry to see was the large amount of wild land that had been allowed to appear in the wheatfields. This I can only attribute to the lack of care in operations of the farmers. The utmost pains ought to be taken to prevent the further spread of this noxious weed. I understand that the railway companies have been active in seeking to overcome this evil, and I trust that the efforts will be of great benefit, supplemented in every possible manner."

Found Everyone Optimistic. "From this city I went through to Calgary and Edmonton, inspecting the branches of the Merchants' Bank on the way. I met the managers and many of the customers of the bank and found them one and all most enthusiastic and optimistic in reference to the prospects before the western provinces of Canada. Along the Calgary and Edmonton line all the crops were in a most satisfactory condition, and the development of the country has been rapid and most marked. There was no apprehension in reference to the harvest, and it was anticipated that the yield would be satisfactory and grain saved in good condition."

Visits Mountain Resorts. "In the mountains we visited Banff, Laggan and Field. We drove to Emerald Lake from Field and found it to be as it has been described, the prettiest place in the whole world of travel. On the way back we had the fortune to see a large bear close to the driveway. Such sights are not often seen nowadays. At Banff we climbed Sulphur Mountain and enjoyed the view of the city and the surrounding country. "Vancouver, as you know, is enjoying great prosperity. Many people are arriving there, and the city is growing wonderfully. We crossed to Victoria by the Canadian Pacific steamer Princess Victoria and visited the city, which we found also very prosperous."

Strong Demand For Money. "On the way home we went into the Okanagan and inspected the fruit ranch of Lord Aberdeen at Vernon. I understand that the fruit growers in reference to this attractive country, which is attracting many settlers at the present time. Everywhere in the west there is a strong demand for more money for the development of the great resources of the country. "What I said to our friends when I met them was that the same demand existed throughout the world, and that it was difficult for the banks to supply the demand fully for this reason."

Your Commissioners also find that the scarcity of mechanics and delays in getting material for the purpose of making needed improvements in the connection with some of the larger mines was a serious factor in delaying development, and consequently prevented an increased supply of coal available for consumption.

Similar condition was manifested by the greater part of the coal mines in 1900, followed by a considerable reduction in yield, and such a condition may be of interest to the Connecticut Experiment Station as occurring in that state in 1906.

The attack of 1900 was pronounced by the Division of Vegetable Pathology, U. S. Department of Agriculture, to be due to bacterial infection. The holidays in addition to Sunday and legal holidays.

Your Commissioners find in regard to the number of mines, particularly in the Edmonton, Taber and Woodstock districts, a serious complaint on the part of the mine owners in regard to lack of sidings for the economical loading and shipment of coal, many of these owners claiming that their capacity for profitable sale would be very largely increased if they had been able to have secured sidings for the loading of their coal in the coal supply.

Your Commissioners find that in addition to these causes a very large proportion of the coal shortage during the past year has been due to the lack of capacity of the mines, particularly in the Edmonton, Taber and Woodstock districts, a serious complaint on the part of the mine owners in regard to lack of sidings for the economical loading and shipment of coal, many of these owners claiming that their capacity for profitable sale would be very largely increased if they had been able to have secured sidings for the loading of their coal in the coal supply.

Your Commissioners find that although this state of affairs was a little more serious during the winter of 1904, it was not so serious as it is now, and is due to lack of transportation facilities, both cars and power on the part of the railways, as well as terminal facilities, and to a certain extent in some mines to the lack of bunker capacity which would have enabled the operators to have kept their mines working until cars could have been supplied.

Evidence has been given upon behalf of the railroad companies that lack of transportation facilities was due to their inability to purchase equipment, and that the lack of terminal facilities and the building of spurs was largely due to their inability to secure men and material to do the necessary work.

The railway people also claim that a strict observance of the Lord's Day Act would seriously interfere with the supply of cars in future, and in that way would curtail a supply of coal unless provided with a large additional equipment.

Your Commissioners would strongly urge in regard to the storing of coal that your Government should make every effort to induce individuals and companies, who are able to do so, to keep a supply of coal on hand stored during the summer for winter use.

This has apparently in the past been absolutely neglected even during last year by large and constant users of coal, the railroads even not keeping any supply for more than four or five days' use, thus in case of any shut-down of mines, arising from any cause, apparently compelling the use of the daily output of domestic coal, which should be for the use of ordinary consumers unable to store their coal.

In addition to what can be done in this way, your Commissioners find that the lack of storage facilities at central points, not only increased the shortage of coal, but also militated against the profitable working of the mines in the summer and the earnings of wages by the men regularly during the summer months.

In regard to the lack of sidings, your Commissioners would recommend legislation in regard to the erection and licensing of warehouses, which would enable agents and dealers to better finance the purchase and storage of coal during the slack season.

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Your Commissioners find that in addition to these causes a very large proportion of the coal shortage during the past year has been due to the lack of capacity of the mines, particularly in the Edmonton, Taber and Woodstock districts, a serious complaint on the part of the mine owners in regard to lack of sidings for the economical loading and shipment of coal, many of these owners claiming that their capacity for profitable sale would be very largely increased if they had been able to have secured sidings for the loading of their coal in the coal supply.

Your Commissioners find that although this state of affairs was a little more serious during the winter of 1904, it was not so serious as it is now, and is due to lack of transportation facilities, both cars and power on the part of the railways, as well as terminal facilities, and to a certain extent in some mines to the lack of bunker capacity which would have enabled the operators to have kept their mines working until cars could have been supplied.

Evidence has been given upon behalf of the railroad companies that lack of transportation facilities was due to their inability to purchase equipment, and that the lack of terminal facilities and the building of spurs was largely due to their inability to secure men and material to do the necessary work.

The railway people also claim that a strict observance of the Lord's Day Act would seriously interfere with the supply of cars in future, and in that way would curtail a supply of coal unless provided with a large additional equipment.

Your Commissioners would strongly urge in regard to the storing of coal that your Government should make every effort to induce individuals and companies, who are able to do so, to keep a supply of coal on hand stored during the summer for winter use.

This has apparently in the past been absolutely neglected even during last year by large and constant users of coal, the railroads even not keeping any supply for more than four or five days' use, thus in case of any shut-down of mines, arising from any cause, apparently compelling the use of the daily output of domestic coal, which should be for the use of ordinary consumers unable to store their coal.

In addition to what can be done in this way, your Commissioners find that the lack of storage facilities at central points, not only increased the shortage of coal, but also militated against the profitable working of the mines in the summer and the earnings of wages by the men regularly during the summer months.

In regard to the lack of sidings, your Commissioners would recommend legislation in regard to the erection and licensing of warehouses, which would enable agents and dealers to better finance the purchase and storage of coal during the slack season.

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