

Moderate Wheat Supplies.

Total available stocks of wheat in the United States on November 1, 1896, with comparisons for like dates in preceding years, as reported to Bradstreet's, are as follows:

	East Rockies.	Pacific Coast.	Total U.S.
1897	7,716,000	6,893,000	83,599,000
1895...	75,598,000	9,651,000	85,249,000
1891...	105,874,000	12,003,000	117,882,000
1893	83,265,000	7,761,000	91,025,000
1892	78,421,000	8,711,000	87,339,000
1891...	50,521,000	12,752,000	63,277,000
1890...	37,938,000	7,571,000	45,510,000
1889...	46,917,000	9,370,000	56,317,000
1888...	44,518,000	5,936,000	50,455,000

On the affirmation of milling and elevator interests, investigations indicate an absolute shortage of 80,000,000 bushels in the spring wheat regions, and the loss of 25,000,000 bushels by bad weather after it had been raised. Interests referred to are willing to admit the wheat crop of the country may have been, and probably did, amount to 500,000,000 bushels in 1895, notwithstanding a government report in that year of 167,000,000 bushels. This, they argue, means a net yield of not to exceed 400,000,000 bushels this year. Of this, not more than 22,000,000 bushels would be available for export, the remainder being needed at home for food and for seed. The heaviest estimates of the quantity of wheat carried over on July 1 last place the proportion available for export at about 60,000,000 bushels, which, with the 22,000,000 bushels referred to, would furnish not more than 82,000,000 bushels altogether for export between July 1, 1895, and June 30, 1897. Of this quantity, 60,000,000 bus. have been already exported, either as wheat or flour, leaving not to exceed 22,000,000 bushels for export during the next eight months.

The total quantities of wheat available for immediate distribution in the United States and Canada, both coasts plus the quantities afloat for Europe from all exporting countries, on November 1 added to available stocks in Europe are as follows in million bushels:

(000 omitted).

	East of Rockies	Pacific coast	Europe & afloat	Grand total
1896....	76,716	6,893	53,976	137,575
1895....	75,598	9,651	68,381	153,639
1891....	105,871	12,003	60,800	178,682
1893....	83,265	7,760	82,200	172,825
1892....	78,624	8,714	66,928	154,272
1891....	50,521	12,752	70,034	133,611
1890....	37,928	7,571	45,610	91,151
1889....	46,917	9,370	52,800	109,117

The total October increase of available wheat supplies in the United States, Canada, afloat for Europe from all sources, and those in Europe, is 22,000,000 bushels, as compared with 21,000,000 bushels in October 1895. The smaller increase in October this year gathers emphasis in view of the October advance in prices the world over, which called out supplies so much more rapidly than would otherwise have been the case. In October, 1892, as well as in 1891, the world's monthly increase in available wheat supplies was also 22,000,000, but in that month in 1891 it was only 16,000,000 bushels and in 1893, 15,000,000 bushels.

Crow's Nest Pass Railway.

The board of trade of Lethbridge, Alberta, has passed the following resolution regarding the proposed Crow's Nest Pass Railway.

Whereas the projected railway through the Crow's Nest Pass will be a most important factor in developing the mineral resources

of British Columbia on one side of the Rocky Mountains and the agricultural and ranching industries of the North West Territories on the other side:

And that this Pass, being the only one south of that occupied by the Canadian Pacific Railway, is the only means of obtaining access to the immense mineral wealth on the Canadian side of the International boundary;

That the preliminary construction work already commenced in this Pass, and the method in which grading has been done, lead very strongly to the conclusion that through certain portions of it the construction of more than one line of railway is impracticable.

That nowhere on this continent can an instance be found of any railway company controlling more than one pass through the Rocky Mountains, and the Canadian Pacific Railway company already controls the only other avenue through them lying within 850 miles of the International boundary, and if this railway is constructed in the near future by a private corporation, etc., should such corporation not be the Canadian Pacific Railway company, there is grave reason to fear that that company will control the railway,

That in view of the almost fabulous resources of the Kootenay districts we feel it would be unwise from a national standpoint, for the government to part with the control of the only natural channel of transportation to these regions, by vesting it in any private corporation, or to suffer anything to be done that may prevent the possibility of future railway competition:

Therefore be it resolved, that in the opinion of this board it would be for the best interests, not only of the Territories and British Columbia, but the Dominion at large, that the projected railway through the Crow's Nest Pass should be constructed and operated by the Government of Canada, or in the alternative, if the former course should be deemed impracticable or impolitic, and the construction of the railway be left to a private company, that the right to have running powers over that portion of the railway through or at either outlet of the Crow's Nest Pass shall be preserved, for any railways hereafter desiring it, to be exercised upon such terms as the railway committee of the Privy Council may deem proper.

Successful Manitoba Farmers.

David Jackson, of Raven Glen, is a firm believer in Manitoba, and in this district especially, as a district for the profitable investment of capital and labor. Mr. Jackson has great faith in stock raising and dairy farming. By hard work and good management he now has a herd of cattle that are paying a handsome dividend on the capital invested. It may not be quite so rapid as stock in the Kootenay gold mines, but all the same it is a good deal surer. The returns from his twenty dairy cows for the months of August and September were \$214.40. and for the season over \$500.00. He has also realized a considerable sum out of the sale of fat cattle and hogs. He sold his butter at Newdale some time ago for 17c per lb. He is now on the lookout for a number of good milking cows, and will go extensively into winter dairying. He will also feed a number of steers for the spring market. There is no burning of straw on Mr. Jackson's farm; every pound of it is turned into beef and butter. Mr. Jackson is an example of what hard work, economy, and good management can do in this country, and on the whole there cannot be much done in farming in this country without these standard virtues.

—Rapid City Spectator.

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