

Grain Trade Gossip.

Continued from page 117.

his attachment to one buyer that he would not even allow others to look at his grain. Farmers who sell this way year after year to one buyer have confidence in their man and they believe that he will give them the best price that is going, without going around to get bids from the others. Of course, not a great many of the farmers are so conservative and confiding as this, but it is pleasing to find even a few of them of this disposition, in view of the efforts of some sensational newspapers and agitators to make the farmers believe that the grain men are all thieves, rogues, swindlers and all around villains.

Lake freights are booming. Prices declined 2c per bushel on wheat in Manitoba country markets, as shown by our report a week ago, but this has been entirely offset by the advance in the lake freights. Rates to Buffalo have advanced from 8c per bushel to 6c per bushel on wheat since the season opened. We predicted higher freight rates in our last issue, but before the paper had got into circulation rates touched 6c. A year ago the rate to Buffalo was 8c, while a week earlier than this date last year rates were at 2½c.

Information was received from Ottawa on Tuesday that the government had finally decided by order in council to exclude scoured wheat from the No. 1 hard grade. This decision was fully expected, in view of the recommendation of the standards board. Just here we may state that considerable misunderstanding has been created by the action of the government in the matter of scoured wheat. First an order was passed prohibiting this mixing, but it was shortly afterwards withdrawn. This raised a great hue and cry from a few interested persons and was taken up vigorously by the opposition papers, which are always looking for some ground for attack upon the government. When the matter is understood, however, the action of the government will be seen to have been perfectly proper. The government withdrew its first order shortly after it had been passed, in order to allow the western standards board to express an opinion on the question first. In view of the great diversity of opinion upon this question, the action of the government in awaiting an opinion from the trade was commendable. It was eminently proper that the persons who are directly interested in the matter should be given an opportunity to express their opinion upon the question. The question of politics should not be allowed to enter into a matter of this kind, but politics has certainly had a great deal to do with this agitation regarding mixing wheat. Some persons who are not extreme partisans themselves, were evidently misled into condemning the government in this matter, by the bluster of the party press. The opinion of The Commercial is that the "sober second thought" of the government in withdrawing the order until the board could be heard from, was a wise move.

Full particulars are not to hand regarding the latest order-in-council in relation to mixing. It is understood, however, that while scoured wheat has been excluded from the No. 1 hard grade, that the instructions to the inspectors will be such as to permit the mixing of scoured wheat in the other grades. It is also understood that the inspectors will be instructed to grade wheat according to the act so far as weight is concerned, when the wheat is equal to the standard samples in other respects. For example, the weight of No. 1 hard is to be not less than 60 pounds to the bushel, according to the act, while the standard samples are about 62½ pounds per

bushel. Inspectors, however, will be instructed to grade a 60 pound sample as No. 1 hard, if it is up to the requirements of the standard sample in other respects.

A report from Ottawa says: "An order-in-council has been passed fixing inspection fees for grain at 60 cents per car when inspected on rail, and 50 cents per thousand bushels when inspected into vessels. The inspector is to render monthly accounts of all receipts and expenditures, and after deducting payments which he may have made to his deputies, and all expenses incurred in connection with his office, he is to remit to the receiver-general all amounts received by him above the sum of \$1,000, which will be his maximum salary. If this report proves true, it will doubtless stir up strong opposition in the grain trade, as it simply amounts to an attempt of the government to make money out of the grain trade. The inspection fee on wheat has always been 60 cents per car at Winnipeg and Fort William. This did not leave a very large aggregate sum to the inspectors in the earlier years, but lately owing to the large quantities of wheat inspected at Fort William, the inspector there has been making a big thing out of it. The Winnipeg grain exchange recently passed a resolution asking that the government reduce the inspection fee to 40 cents per car. The government is disregarding the resolution and will not reduce the fee, but instead of allowing the inspectors to retain the total amount collected, they are now to be called upon to pay all over \$1,000 to the government. The government should certainly not seek to make money out of the grain trade, and if this report is true, it should be resented. If the fee, which heretofore has gone entirely to the inspectors, is producing to large a sum to the inspectors, the fee should be reduced. The inspectors are entitled to a liberal allowance, as they are responsible to shippers for any errors they may make in grading, but the government is certainly not entitled to look for a revenue out of the grain trade. Neither the producer nor the dealers would quietly submit to this

Nothing has been heard from Ottawa regarding the appointment of weighmasters, as asked by the Winnipeg Grain Exchange. The other resolution of the Exchange asking that the standards fixed for grading the crop be rejected, has evidently not been regarded with favor by the government, as no action has been taken in this direction, though the government appears desirous of meeting the spirit of the resolution, as it is said inspectors will be instructed to disregard the standards in the matter of weight, and also that they will be instructed to grade wheat in conformity with their own judgment, if they believe it is equal to a certain grade, even though it should differ from the standards fixed for that grade. This will permit the mixing of scoured wheat in other grades than No. 1 hard.

Toronto Grain and Produce Market.

Wheat.—The offerings of Ontario wheat are small and the market is firm. Cars of red winter sold at country points to-day at 69½c. White is quoted west at 61c. Manitoba wheat, cars of No. 1 hard sold Toronto and west at 69c; 5,000 bushels of No. 1 hard sold Montreal freights at 70c and 10,000 bushels of No. 1 northern sold at 63½c afloat Midland.

Flour.—Cars of straight roller are quoted Toronto freights at \$3 to \$3.05.

Millfeed.—Cars of shorts are quoted at \$15 and bran at \$12 Toronto freights.

Barley.—Dull and prices nominal at 40c for No. 1 and 32c for cars of feed in the country.

Oats.—Dull and weaker. Cars of mixed sold at country points at 21c and white at 22½c.

Butter.—The receipts of choice continue small, but there is a great deal of poor stuff offering. The best dairy tub is quoted at 15½ to 16c. Low grade tubs are nominal at 8c. Creamery is in fair demand and steady at 21 to 22c for rolls and 19 to 20c for tubs.

Eggs.—The market is firm at 15 to 15½c.

Potatoes.—Cars on track here are quoted at 25c.

Baled Hay.—Cars on track here are quoted at \$12.50.—Globe, Oct. 12.

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