

In Defence of the Poultry Association.

Permit me to make a few remarks re your editorial of December 27 "Where are the hen men at." I claim the breeders of this province are doing a grand work, and although the results shown at present are small, there is more interest taken in pure bred stock than formerly. With me it is more a matter of pleasure than profit, although I always try to make the ledger show a balance on the right side. But to go back to your article and contentions it is hard to know where the utility breeds stop and the non-utility start. The American, Asiatic and English are strictly speaking general purpose fowl. The Mediterraneans are valuable for eggs, and then the games or most of them are excellent table birds, so are the French, that leaves us with the Polish, Bantams and several that are classed as miscellaneous. Hamburgs I have overlooked. They could be rated with the first named class. The dressed poultry at the M.P.A. show so far has been a back number. I believe a few have been shown. Personally I don't think there should be any, if we could only join with the other live stock associations and then have conjointly a fat stock show, as is held in Guelph where suitable prizes are given for specimens of the various breeds, both live and dead, and have them dressed by man not by nature. It might encourage farmers to undertake the fattening of them. As it is the bulk of the chickens are not fattened but are simply left to their own devices until the owner sees fit to kill them. I know those fattening stations did not materialize in Manitoba; but on the other side of the line nearly every State has an experiment station for poultry, and they are doing an excellent work. We need the same here or travelling lecturers, as they are now on nearly every other subject but "hens." The instructions and pointers given would be a great aid in increasing interest in the work, particularly as at Neepawa last winter they were shown the best way to dress birds, I think it would do a world of good.

Whether the M. P. A. would be better to hold their annual show in Winnipeg instead of going from one point to another is a matter of opinion. I believe the Government gives the grant with that understanding, but then again the gate at last year's show was small. The grant we get from the Government is none too generous, considering it is an infant industry and needs help. Statistics show that the homely hen is one of the largest profit producers in the United States. Why not make her so in Canada? Whether the hen men can or not, it is hard to say as long as wheat is king.

The hen is looked upon as a side issue, but still she gives a larger per cent of profit than any other branch of farming and gets the least attention. I hope ere this that some other friend of poultry has taken up the cudgels on their behalf and can answer your article better than the foregoing, and one who may know more about what the poultry association is doing than I do. But even with a live show every year it is doing good and as said before let the dressed part be a branch by itself. Maybe at the coming annual meeting something will be said on the matter and something definitely decided upon for the future, even as it is, the thin edge of the wedge is inserted by giving prizes for eggs, as they are part of the produce.

ED. BROWN.

The Winnipeg Poultry Association is conducting a vigorous campaign for funds, it is to be hoped success will attend their efforts—but the market will have to be supplied by the farmers. The suggestion of a selling class at the coming show is a good one.

If only the agricultural teaching in the schools had been practical enough to teach the difference between pure and adulterated bluestone, what a difference there might have been in the number of cars of rejected wheat.

There are two new terms which fit in to agricultural language very well these days, viz., the milkless cow and the 'unemployable', the latter an English term. The former should be made the latter by every dividend-seeking farmer.

Some of the Eastern fruit growers extend the fable of the dog in the manger better than Aesop. They would debar the West from purchasing fruit from others at a time when they have none to sell.

FIELD NOTES

Events of the World

CANADIAN

The Bill in the British Columbia Legislature to give suffrage to women was defeated by twenty-four to twelve.

Mr. Arthur Moxon of Dalhousie, N.S. has been selected as Rhodes scholar for 1906.

James Mc.Mullen of the Canadian senate recently discussed commercial conditions between Canada and United States with President Roosevelt. The senator gave it as his opinion that Canadians no longer give any thought to reciprocity with the United States, but prefer to find an outlet abroad for their many products.

Many outside cities are interested in the curling tournament now going on in Winnipeg. No less than thirty-four outside clubs have signified their intention of taking part in the bonspiel, and the total number of rinks is about 150. The Dawson City rink has already covered itself with glory, having to its credit an unbroken record at the Brandon bonspiel.

The bye-election held in Kingston, Ontario, Jan. 29th resulted in the re-seating of the Liberal candidate J. B. Pense. The noticeable feature of the election however, was not the result, but the agreement made previous to the taking of the vote between the two parties that there should be no votes bought and no vehicles hired by either side. In spite of this almost a full vote was polled.

On the west coast of Vancouver Island which receives the full force of the Pacific gales, the steamer Valencia was driven ashore and completely wrecked on the night of January 22nd. The vessel was on her way from San Francisco to Victoria, and was making her way through a thick fog, when the accident occurred. There were ninety-four passengers and a crew of sixty on the Valencia. Of these only thirty-five lives are known to have been saved. The Dominion government has decided to hold an investigation of the disaster, one result of which it is hoped will be better protection for shipping along the west Vancouver coast.

BRITISH AND FOREIGN

Lady Grey, wife of Sir Edward Grey, the British Minister of Foreign Affairs is dead from concussion of the brain, as a result of being thrown from her carriage.

President Castro is industriously making preparations to defend Venezuela against the French war-vessels, which are on their way to bring him to account. The trouble began some time ago with some difficulties between France and Venezuela over the rights of the French Cable Company. This difficulty led to the refusal of the President to invite the French ambassador to his New Year's reception, the effect of which slight was to break off diplomatic relations. Later when M. Taigny boarded a steamer to obtain some important papers the Venezuela authorities refused to allow him to land again, because, they asserted, he was not now a diplomatic representative of France. The President is said to consider the French demonstration against him as a mere "bluff", but is considering a scheme of retaliation which will include the prohibition of the exportation of French goods into Venezuela.

Related by blood or marriage to almost all the crowned heads of Europe, the death of King Christian of Denmark has brought deep and sincere mourning to many European courts. The "Father-in-law" of Europe as he was often called died quite suddenly, though for some time he has shown the weight of advancing years and the strain attendant upon a reign of forty years. No monarch on the continent was so popular with his people. Though the feeling between parties and factions ran high many times in Denmark during that forty years, yet the King remained securely enthroned in the hearts of his people. His kindly sympathy, his large charities, and his irreproachable family life made him greatly beloved. The deepest sympathy is felt throughout Britain with Queen Alexandra in the loss of her dearly-loved father.

THE BRITISH ELECTIONS

To the uninitiated in British politics the recent election in the old land are a source of much confusion. The number of parties with their subdivisions and the extended period during which the voting took place, add to the bewilderment of the popular mind.

The overwhelming defeat of the Unionist party, which was conservative and stood for protection, has demonstrated clearly that free trade is the desire of England. And the most noticeable feature of the election of January 1906 is the prominence with which the Labor element has come into the political arena. The Labor party has now between fifty and sixty members in the House, having won about half of the seats which they contested. At their head is John Burns, a member of the new Liberal Cabinet and President of the Local Government Board—"Honest John" as he is often called is a man in whom the Labor interests can have and do have entire confidence.

Instead of the simple basis of the two-party system, there will now be four distinct parties to reckon with, the British Nationalists or Home Rulers, the Labor party, in addition to the two great parties; and these

two smaller ones will inevitably influence every decision. The large majority gained by the Liberals in the recent election has made that party comparatively safe for the present under Sir Henry Campbell-Bannerman, but office holders under the British government, for the future will have to carefully consider these new and rapidly growing elements and adjust themselves accordingly.

Reasons Why Winnipeg Should be Made an Order Point.

EDITOR FARMER'S ADVOCATE:

This is a very important question to the farmers, the Railway Companies, the Line Elevator Companies and the Grain Commission Companies. When applied to the handling of grain this subject is a broad one and contemplates many changes. Winnipeg being made an order point, means, as we understand it, that the Railway companies shall accept the billing of grain from the point of origin to "Winnipeg for orders" and apply the through rate plus a stop charge, perhaps, from point of origin to final destination east of Winnipeg. Under the present arrangement grain must be billed from the point of origin to Fort William if on the C. P. R., or to Port Arthur if on the C. N. R. When the grain arrives at Winnipeg it is inspected and the doors are closed and it goes on to the head of the Lakes and is unloaded into elevators there according to the grade which the Dominion Government inspector places on the grain, or it may be billed from country points to Winnipeg but the rate in most cases is the same as if billed to Fort William or Port Arthur, and in case a satisfactory disposition cannot be made in Winnipeg it must be forwarded to Fort William or Port Arthur, by rebilling it from here at a charge of 10 cents per 100 pounds.

Coming from the States as we do it is only natural for us to compare the methods of handling grain there with those employed here. When a farmer in N. Dakota wishes to sell his crop of wheat in Minneapolis market, he bills his cars to his commission men in Minneapolis. The cars arrive there and are graded by the State Inspector. His commission man obtains for himself a sample drawn from several parts of the car and upon the floor of the Minneapolis Chamber of Commerce sells the car of grain on its merit to the millers, elevator men, or mixers, who are in the market for that particular variety of grain. If conditions are not favorable for him to sell it the first day he is at liberty, by paying \$1.00 demurrage, to hold the car over; drawing a fresh sample from it and working on it next day. When the car is sold he orders it to the industry where it is to be unloaded, but the valuable point is that the owner of the grain, or his commission man, is in actual control of the grain from the time it is loaded at the country point until it is unloaded at the mills or elevators of Minneapolis. We believe this is as it should be. We believe the owner of grain or his agent should be in absolute control of his shipments all the time they are in transit, and be permitted to obtain sample of his grain at market places and order his shipments held or forwarded to industries where he can sell to the best advantage. This is what making Winnipeg an order point would mean to the shippers of Canada. This would induce mixing elevators to be erected here in Winnipeg, and we believe also stimulate the milling interests here. We believe the shippers of this country should be able to bill their grain to Winnipeg for order and have their commission men obtain samples from the cars as they arrive here and sell the cars by sample assisted by the grade. There is a width to every grade of grain. That is, there will be cars which will not quite meet the requirements of 3 Nor. and yet from a miller's standpoint it is a very superior quality of 4 Nor. We have seen in the Minneapolis market one car of 4 Nor. wheat sold at 15 cents per bushel more than another car of 4 Nor. wheat; both sold by sample, and both inspected 4 Nor. by the State Inspector. If those two cars had been in Fort William and had graded 4 Nor., they would have sold at the same price and been dumped into the same bin. We claim this is an injustice to the shipper, and we claim that this difficulty would be overcome largely if the grain were stopped at Winnipeg, and if the commission man could obtain a true sample of same and sell it to the millers for the purpose of flour, who would gladly pay the premium the wheat is worth. This year there is a great deal of smut in the wheat in the States the same as in Canada, but the millers by their washing process are able to clean the smut from this wheat at a slight cost and pay close up to the regular grade price for this smutty wheat. We understand that this smutty wheat, where the variety is choice, is selling 2c. to 3c. per bushel under the grade of 2 Nor. In this country, if a farmer ships wheat that contains smut it is graded Rejected on account of it, and must go to King's Elevator on the C. P. R. or the C. N. R. Elevator if on the C. N. R., where the smut is removed by scouring machines at a cost of 1c. to 3c. per bushel with a heavy shrinkage, and then the wheat in its scoured state is worth several cents under the regular grades of wheat. We believe we are correct in saying that smutty wheat is not docked over 2c. to 3c. in the market at Minneapolis where the same quality would be docked 7c. to 13c. here.

Does it not appeal to reason that the owner of grain should be able to control the shipping and disposition of his cars from the time he loads them until they are disposed of and unloaded? The railroad, as common carriers, should be satisfied