

Farmer's Advocate

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EDITORIAL

Education should not spoil any person for work, it does not spoil the sensible person.

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Some people were quite wroth at the idea of taking Chinese to the Transvaal mines, but to build the G.T. P.—Oh! that's a different proposition.

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Even if there is no gold in the Peace River country the report means a rich find for the transportation and outfitting companies.

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"I have not time," is not an excuse for lack of thoroughness in performing any given piece of work.

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The practice of issuing the swine herdbook in four quarterly issues, in paper covers has nothing to commend it.

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The farmers of Western Canada, especially those with new land, will find it profitable to give some attention to flax growing.

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Wonderful how unanimous the witnesses before the Grain Commission are on the sample market and order point.

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The proposition of the Alberta government to get control of the coal lands, is a good proposition.

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One of the best pieces of evidence that government bonusing is not essential to immigration is the big influx of people from Britain as a result of the Canadian Pacific's cheap rates.

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The Milan exposition exhibit of the Dominion government has received so many encomiums, that we are afraid that in return the Department of the Interior may invite the Dagoes to emigrate to Canada,

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It is astonishing how candid the M.P.'s are when in the House regarding their ignorance of wheat grades, that is if we are to believe Hansard. From the Minister of Agriculture down, on each side of Mr. Speaker, most of them admit that they know little about grades of wheat; but then there is no mention of wheat grades in the Auditor-General's report!

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Stubble burning as a preparation for the discing-in of next year's seed wheat is better done early in the fall, and the land should then be given a good discing. To burn it and leave it bare is to reduce the chances of obtaining the necessary soil moisture for next year's crop; as the burned over land will not hold the snow, and will lose its moisture content fast in the early hot days of spring time.

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When conversing with an observant man the other day regarding farmers' elevators, he remarked; "We do not wish nor consider it advisable for such to pay dividends, as the inference some people draw is, that someone has been robbed to pay the dividend, and the larger the greater the spoilation."

There is some excuse for the state of mind thus described, yet for all, there is no good reason why a farmers' elevators should not pay a reasonable dividend, and still be a protection to all farmers on that particular local market.

The Manufacturers' Association.

The members of the Manufacturers' Association are touring the West and, no doubt, they will be feted, dined, wined and suppered with all that good grace and generosity which Western Canada always extends to visiting friends. This is as it should be. These great Captains of Industry are a power in the land. Their work is essential to our prosperity and so right gladly do we wish them all Godspeed.

Had they toured the country previous to the visit of the tariff commission they might have caught the idea that we were turning toward the policy of protection, but now, our case is clear; and while we pay this tribute to their worth and work we lean not towards their economic theories. Possibly they may, while learning of their own greatness from some of the oratorical grape-shot fired at them by our smooth-tongued orators, bethink themselves of other things and gaze afar o'er field and plain to study of the wealth achieved in other fields of effort. If they do this all will be well. These journeyings to and fro of men in different walks of life should tend to broaden views and strengthen citizenship. We need such things. Canadians of every class should feel the pride that comes from conscious strength, and from the knowledge that the future is their own to make and not to mar.

The Wheat Market Conditions.

The season is here again when the producer of grain, the transportation companies, and the grain dealers renew acquaintances and develop intimacies. In the past these relationships have not always been of the most cordial nature, largely owing to the misunderstanding of each other's affairs and wishes, but since representatives of the different interests concerned have met and discussed the situation candidly, there is a much greater degree of harmony prevailing throughout the whole of the wheat handling fraternity. This is good for business and good for the morals and spirits of those concerned, for it has resulted in largely removing the impression, frequently openly expressed, that each was deliberately preying upon the other. In the grain business, perhaps more than in any other traffic, there is no unselfish sentiment. Everyone is anxious to get all that is legitimately coming to him and consequently it behooves everyone to study the situation that he may know just what is rightfully his and so not be guilty of negligence of his own affairs, nor of attempting to grasp more than his own.

"The Grain Inspection Act" and "The Manitoba Grain Act" are the standards by which each person concerned shall act, and copies of these acts should be in the possession of every grain grower, especially as they were both amended during the recent session of Parliament. Copies of these acts may be had on application to the warehouse commissioner, Winnipeg, or the Department of Agriculture, Ottawa.

The facilities provided through "The Manitoba Grain Act", by the transportation and by the activity of the grain commission merchants have shattered the veritable monopoly which a few years ago existed upon the local markets, and enable producers to place their wheat where there is a considerable degree of competitive bidding. For a time producers were hesitant about entrusting their grain to commission firms with whom they had no personal acquaintance, but experimental shipments by themselves or their neighbors having proved satisfactory, this method of disposing of wheat, and also of live stock, has become quite general and is also, we believe, having the effect of bettering prices at local elevators.

Last spring we published the amendments to "The Grain Inspection Act" and to "The Manitoba Grain Act" but for the information and

convenience of shippers again call attention to the amendment to the latter which governs the arrangement for the allotment of cars. Formerly the applicant registering for a car placed his name in the order book apparently as often as he looked at it, and also there were very frequently inserted names that were purely fictitious. To simplify matters and ensure honest distribution the following amendment is made, every word and condition of which should be observed:

59. If there is failure at any shipping point to fill all car orders as aforesaid, the following provisions shall apply to the application for, and the distribution of, cars:—

"(a) Beginning at the top of the list in the order book and proceeding downwards to the last name entered on the list, each applicant shall receive one car as quickly as cars can be supplied.

(b.) When an applicant has loaded or cancelled a car allotted to him he may, if he requires another car, become eligible there for by placing his name, together with the section, township, and range in which he resides, or other sufficient designation of his residence, at the bottom of the list; and when the second car has been allotted to him and he has loaded or cancelled it, he may again write his name, together with such designation of his residence, at the bottom of the list and so on, until his requirements have been filled.

(c.) No applicant shall have more than one unfilled order on the order book at any one time."

With all the safeguards which have been hemmed about the grain dealing fraternity, and transportation companies, those interested begin to settle down with a little less uneasiness and the hope is frequently expressed that harmony will prevail through the efforts of all to co-operate. At the opening of the season it looks as though the commission merchants would utilize every facility to secure the best possible prices for their clients and the railway companies have prepared liberally to handle the largest crop on record.

How Nearly is Glanders Stamped Out?

The general public might inquire as above and it would be hard to give a definite answer. We believe, however, that under the present sane, reasonable, and withal vigorous measures now adopted that the time of the eradication of this disease in Canada is within measurable distance. The time can be appreciably shortened we believe, if the government will only provide that each and every horse crossing the international boundary from the south shall be stopped at the boundary twenty-four hours and be tested with mallein by an inspector of the Health of Animals branch.

We know that the plea will be at once advanced that such a procedure will interfere with settlement, a plea that is of little moment, and should not be seriously considered. If a settler is coming in with a glandered animal or two, it is better for him to be delayed twenty-four or forty-eight hours and know the worst then, rather than go into a district to seed it with glanders, and lose all his horses, as well as spread this malignant trouble amongst his neighbors.

The various horsebreeders' associations, Dominion and provincial, we believe should support the government in any measures likely to improve things for the farmers and horsebreeders of Canada, and should demand the utmost protection against such a disease that can be devised. Get busy, post your M.P.'s on the matter, tell them they must attend to this important matter for you and it will be done. On the prairies glanders is being brought under control, more especially in Manitoba; in B. C. it is not as easily