

# FARMER'S ADVOCATE

AND HOME MAGAZINE

\* AGRICULTURE, STOCK, DAIRY, POULTRY, HORTICULTURE, VETERINARY, HOME CIRCLE.\*

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## Editorial.

### Railway Stock-yards Grievances.

For several months complaints have been made by stock shippers regarding the lack of stock-yard accommodation at different railway stations throughout the country. Great as have been the grievances in the past, they have been doubly intensified at many points in the Territories owing to the terrible storm of a few weeks ago. At that very time a representative of this paper happened to be travelling eastward, and was eye-witness to most appalling losses of stockers that had just been shipped in, and which, in most cases, might have reached the ranges had reasonable protection from the storm and ample facilities for feeding been obtainable. True, a number of cattle perished in the cars before being unloaded, and the remainder would not have come off in such a wretched condition had not uncommonly slow time been made in transit. Some dealers were justly indignant at the treatment they received, for certainly they had good cause to be.

While the losses were pretty general throughout the West, at Medicine Hat and Moose Jaw shippers suffered most heavily, and the losses at these two points alone amounted to probably more than would place proper accommodation at every important stock-yard west of Winnipeg. Stock shippers are most unanimous in declaring that an open shed should be constructed around the sides of yards at such important places as those mentioned. They also insist that racks be provided for feeding stock, to take the place of the present wasteful and necessary practice of spreading the feed upon the ground.

Complaints are also made regarding the filthy condition in which some yards are kept. Instances are known where cattle were obliged to stand for hours in mud and excreta to a depth of a foot or more. In a previous issue of this paper attention was drawn to the dreadful condition of the yards at Schreiber, the principal unloading place on the C.P.R. for cattle coming from or going to the east. Among other things, the extravagant prices which were being charged for fodder was pointed out. All these features of the situation, involving great risk and loss to the shippers, cannot fail to raise the price of stockers above what it ought to be. Who is responsible for such a deplorable state of affairs, and in what way can a remedy be applied, is the question some are asking. In a recent issue, the Medicine Hat News publishes a vigorous and timely article dealing with stock-yards. It believes it to be the duty of the C.P.R. to improve the yards at their stations, and points out that cattle lost as stockers will not yield to that company any return in freight charges when the time arrives for their being shipped out as fat cattle, and therefore the company are also losers to a large extent. We have been pleased to notice that Dr. Rutherford, Chief Dominion Veterinary Inspector, has taken up the question of having Western stock-yards improved, and from the vigilance usually exercised by that officer and his staff, we may look for some effective change in the near future. The importance of this question, and the imperative need of something being done, is so evident that too much influence cannot be brought to bear upon all authorities having any interest in these matters. Although the season of danger is now practically over for this year, such steps should be taken as will avert all abnormal losses in future.

### Grain Growers Plead for Justice.

Since the organization of the first Grain-growers' Association in the Territories, the "Farmer's Advocate" has been pleased to note the substantial progress which the movement has made from the eastern boundary of Manitoba to the western wheat fields of Assiniboia. Much good work has up to the present been accomplished, but there are yet serious grievances which demand adjustment. With a view to placing these difficulties before the Federal Parliament and obtaining the necessary redress, two representatives have been appointed by the Territorial Grain-growers' Association and two by the Manitoba Grain-growers' Association. These men, whose photo appears in another column of this paper, are at present at Ottawa, and the result of their presentations will be awaited with much interest by all grain growers in this country.

Among the various questions which they will present to the Government will be the necessity for a clearer understanding regarding the present grain laws, and that some important changes may be made to facilitate transportation and overcome the existing conditions which are detrimental to farmers as a class and our country as a whole.

As a wheat-growing country, our aim should be to produce a superior article at a minimum of cost, and place such, unadulterated, on the market that will yield us the largest profit. Many of our farmers are practically demonstrating the ability of our soil and climate to produce wheat of the highest grade. That is not disputed. Our No. 1 hard as it comes from the separator is superior, as a whole, to the same grade of other countries. The same can as truthfully be said of other grades, and yet on the Old Country market Canadian wheat is considered inferior to that shipped from the United States. But we do not require to go so far as the Old Land to find a difference in price. Comparing Fort William prices with those at Duluth, we find usually a difference of about two cents per bushel in favor of American wheat. How is this? What is the cause? and where can we find a remedy? are some of the questions which intelligent Western Canadians have a right to attempt to solve at the present time.

The mixing of different grades is largely accountable for this unsatisfactory state of affairs. There is a fixed rule regarding the standard of each grade, and adepts can make and are making money through mixing. For example, a farmer sells a few thousand bushels for which the buyer willingly pays No. 1 hard price. The same buyer may purchase from another farmer some thousands of bushels of wheat equally bright, but not up to the standard weight, consequently No. 1 or No. 2 northern price is paid. These two lots may then be mixed, and frequently the superior weight of No. 1 hard will permit of an equal quantity of northern being mixed and still be above, but just above, the standard. Thus it is that our farmers are being injured through not receiving legitimate value for their produce, and our country's agricultural value depreciated through the injudicious mixing of our wheat. At present more than one inspection of grain is allowed, and, as will at once be seen, this permits tampering to the injury of the producer; allowing the clever

non-producers to obtain that which the farmer has rightfully earned. Grain should be sold according to the inspection when bought from the farmer; this would improve the standard and permit the farmer to reap all benefit from grain sold under its proper standard.

The prosperity of our land depends on the farmer, and as this is acceded by all, how is it that legislation makes so little provision for his welfare? It is a burning shame the way our country's builders have been treated in the past. Give them a chance, and better work than ever will be the result. Place them on at least an equal footing with men in other walks of life. One way to do so is to provide loading platforms that will accommodate a reasonable number of teams unloading at the same time.

Another advantage to the farming community would be the provision of sidings so graded that wagons when in position for unloading would be at least level with the railroad ties; couple with these suggestions an impartial system of "spotting" cars, which simply means that railroad officials would be as courteous to the farmers as they have been in the past to the elevator men, and much of the present dissatisfaction would soon disappear, for that the elevators have their place none realize better than the farmers.

The powers that be are wisely beginning to realize the advantages of such a policy, and their willingness to look more favorably upon these matters has appeared none too soon for the good of our greatest Western industry, wheat-growing.

### Our Exhibition Number.

Our great exhibitions mean much to the West. They are milestones of progress and incentives to further advancement. Special events like these require special attention, and as the time is now near at hand when the products of the skill of stockmen, agriculturists generally, manufacturers and those engaged in other enterprises will be displayed at the leading fairs of Western Canada, it is but fitting that the "Farmer's Advocate," representing these varied interests, should appear appropriately attired, and with contents suitable to the occasion and the season. July 5th has been selected as the date for its issue for the present year, and we shall aim to make it do credit to the best traditions and achievements of the paper in the past, and upon which, both verbally and by letter, we have been so generously congratulated and sustained by the reading public of the West.

Put the seeder in its place in the implement shed. Give it a careful look over, and take note of loose bolts, twisted rods, or any deficient fittings. Attend to these the first possible chance, and thus prevent loss of time the following season. This is a safe rule to apply with all implements and machinery.

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Unless you are one of those to whom changes are lightsome, show some good-nature and forbearance for the first few days of the new green hired man's sojourn with you. The usefulness of this species is sometimes a thing of sudden development, although, we are sorry to say, to some it never comes. Homesickness can often be cured by a few little words of kindness, and it is an experiment worth trying, for homesickness, and nothing else, is generally the whole cause of the trouble.