

to decline until our plans are more fully developed, we return our sincere thanks, and trust that no word which we may ever pen or utter will mar the good feelings of fellowship we have had tendered to us. We most heartily appreciate the eulogiums we have heard from your lips, of the high appreciation that you hold of our Queen and our laws, and will devote a good part of our time and attention to a fuller development of the noble, grand and patriotic feelings that I have heard expressed while sojourning in your land.

Could we, with your aid, lend our publication to your service in reuniting the mother and child—Britain and the United States—in one grand bond of unity for good, we should feel that our labors have not been in vain. We offer to you, our American cousins, an open hand, an open paper and an open heart, and an open invitation to suggest any means by which we of the British Empire and you our friends can unite in one grand cause, the elevation and uniting in one bond your nation with ours. There will be objections, there will be selfish ends to bury, but we have confidence that the majority of your nation desire a nobler, a higher and a grander stand of unity than that of mere tricksters, that there is a necessity of a higher standard, that dishonorable and dishonest actions are depreciated by you. Let us all hope that the pen will show itself superior to the sword, and that such a unity may be formed as may tend to our honor and stability. We invite suggestions from both our American and British friends. We do not presume to mention any plan or policy, as yet preferring to or the opinions of any that may have a hope of doing any good by any chance that might be suggested. We are well aware that the best plans that can be devised will meet with the most strenuous opposition by some.

Our past experience causes us to use caution, as every legislator in our country interested in the welfare of agriculture should remember the false position that the party writers attempted to place us in when we gave what they now must know were truthful accounts about our first visit to Manitoba, and the treatment of intending settlers.

When on the Pacific coast we much enjoyed the sight of the flowers and the quantities of their fruits and products from their fruits, large quantities of which will be consumed in the Northern States and probably in Canada. Their push and energy finds a market for their products here, but I regret to state that our Canadian and northern products are scarcely procurable, even at the best hotels on the Pacific coast. A good piece of marbled beef or tender mutton, or a good piece of Cheddar cheese, or even a good piece of butter, was about as impossible to procure as a hen's tooth. These products—the main staples of life—even to the fish—are not at all to be compared to the quality of the products found in all our northern markets. The fact is, the inhabitants of the Pacific coast hardly know what good meat, good butter or good cheese is, and ere they ask too much from us they should by liberal patronage of imported products from the north, open a more welcome door for their products among us. They do import considerable butter, and when properly packed and cared for it keeps fresh and sweet for any length of time, say years, if necessary. The mode of packing it to keep is: Wrap our 1 lb. and 2 lbs. in a linen cloth, pack

into a barrel, and fill the barrel entirely with brine; the barrel should be hooped with galvanized iron hoops, as iron will corrode and penetrate through the wood and injure the butter.

WHEAT.

When in conversation with Mr. Myers, of Whitewood, Assiniboia, one of the most—perhaps the most—enthusiastic and learned readers, writers and experimenters in the Dominion, we found that he has been using his exertions and means to procure the best plants, seeds, etc., etc. Through diplomatic difficulty he could not procure the Riga wheat. The Dominion Government has procured some and has given some to different persons. We believe that every subscriber to the FARMER'S ADVOCATE in the Northwest should be the first to receive it, as they are undoubtedly the most unbiassed and unprejudiced people in all parts. If you have not received any, you might do well to write at once to Prof. Saunders, at Ottawa, and respectfully ask for the Riga, the earliest wheat. Ask for that wheat alone, as many of the other wheats sent out will only cause you care without profit. Should this, the Riga, or the earliest wheat, reach you, it may be a great source of profit to you and to the country.

When making enquiries about the Red Fife wheat, over which there has been so much said, the most intelligent and best informed millers have told us that it is only the same variety of wheat that we introduced into the county of Middlesex over 25 years ago.

When at Wapella Agricultural Exhibition in Assiniboia, we saw some White Fife wheat, so plump and white that we would not at first believe that it was not winter wheat. It appeared as good as any white winter wheat we have seen in Ontario this year, and better than most of it.

Commercial Union.

As this policy has been introduced into Canada by Americans, and as it has been embraced by some Canadian editors, and even government expenditures made to aid its advancement, we deemed it our duty to enter the United States and learn of the people from personal observation something of the state of the country to which stronger commercial attachment is advocated.

In the great West and the Pacific slope, both in Canada and the United States, we find that there is now a demand for our eastern products that by judicious management should be increased to an enormous extent. For instance, butter, cheese, and even some meats, cannot be produced on this coast at all equal in quality to eastern products. As for wheat and flour, it appears more than probable that Canada will be called on to supply breadstuffs for this coast in a few years, as Canadian wheat products are so rapidly increasing.

In nearly all parts of California vegetable and often vine culture depend on irrigation. Where this is adopted the fruits grow to a large size, but are often very defective in quality.

The Americans are a clear headed race of men. They desire Canada as a market for their products; they desire it as a very valuable addition to the Union, knowing full well its capacities and resources. Our lumber and coal interest of this coast is of great value; our coal, the supply of which is practically unlimited, commands \$3 per ton, a higher price than any other found on the U.S. coast. The fish in the Canadian waters of the Atlantic are far superior in quality to those taken

on this coast, and the shell fish here are comparatively valueless. The dairy and apple products of Canada are superior to those of the United States, and of still greater importance is the fact that Canadian stock is free from contagious and death-giving diseases.

Our Canadian Pacific Railroad, from what we have already seen and heard, is rightly pronounced a safer and better equipped road than either of the others, passes through quite as grand scenery, and even a more healthy and invigorating country. There exists a feeling of dissatisfaction in regard to the power, monopoly and discrimination of that road in Canada, but the iron rod of their lines on the U. S. side of the border is found even more burdensome. The laws in Canada are too often disregarded by even our officials, and too often made to screen party or railroad interests. In the U. S. matters are no better, but rather worse. Corruption, immorality and dishonorable acts are quite as flagrant there as with us. Notwithstanding such defects, the Americans have a fine country and are an energetic people, and thousands—we may say millions—admire our laws and the British constitution; many would willingly sacrifice something to elevate the honour, prosperity and stability of both nations, and a fair reciprocal arrangement for greater harmony and greater commercial trade between us. Canada has no necessity, as many would like it to appear, to go to the back door and pray for admittance. Should our legislators at any time, at the suggestion of the U. S. or our Government, approach this subject in a fair and honorable manner, we would volunteer the pages of this journal to forward any measure that we might deem of permanent advantage to Canadian agriculturists, the American citizens and the British nation. A community of race, religion and literature, and the diffusion of civil and religious liberty the aim of both countries should aid in bringing about the most friendly relationship between the two. We Canadians admire the progress and development of the grand resources of the United States, and we believe a very large portion of the most enlightened people of that nation do for the same reasons entertain a warm admiration for us and our Government. We would foster these feelings. Since the war, we feel assured there is a much more friendly feeling existing in the U. S. toward us, and a growing belief that the prosperity of each is in a great measure shared by the other. This subject may not be strictly agricultural, but as both the Reform and Conservative agricultural exponents, and their paid agricultural publications, are harping on this card, it is necessary for us to express our views on political agriculture.

Prof. Lazenby, Ohio, insists that killing birds and robbing their nests should be punished by fine or imprisonment, or both.

A. W. Hatch, of Wisconsin, told the American Pomological Society that he made money by reducing his orchard fifty percent, and giving the half that remained the same amount of care he had formerly given the whole.

Two classes of horses, says the Rural New Yorker, will sell to advantage in New York hereafter: heavy express horses and coaches or roadsters. Electricity is to be the motive power of the future on the street car lines, and 80 percent of the horses now employed at this work will be idle. There will always be a vast amount of city freight transportation that cannot be conducted without horse power, and strong, active horses will always be cash property. At present the horses which are too light for heavy work, and too slow or too clumsy for driving purposes, find a place on the street cars. Ten years hence those who breed this class of animals will be unable to dispose of them at anything near their value. Those who breed any old mare to a second-class draught or trotting stallion will be unable to dispose of their colts in the New York market.