



Some farmers are like Gladstone. You will remember he got his exercise by chopping down trees.

Some farmers—a good many of them—are getting theirs like the man in the picture above.

Trundling one wheelbarrow-load after another for half a day from stable to yard is exercise all right. And what a "plug" it is to get a well-filled wheelbarrow up the plank gangway on to the manure heap—especially in winter.



But have you time for this exercise?

Then why do it?

You wouldn't think of sowing or reaping in the old-fashioned way. Then don't make cleaning out stables the exception.

DILLON'S LITTER CARRIER lightens the labors of farmer's boy or hired man. It enables him to finish the stables in a fraction of the time before required.

A trim, well kept barnyard, too, is the result of using a DILLON LITTER CARRIER. The bucket can be run out over the yard and dumped where desired.



Load of 800 lbs. runs easily along the smooth track.

A boy can work it. It can be fitted up without difficulty. The cost is the minimum for a first-class equipment. We have no Agents—you deal directly with the factory.

DILLON'S Litter Carrier

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Dillon's sell direct to the Farmer. There are no Agents and no Agents' profits. The price is the same to all, and lower than you would expect for such substantial and well-built equipment. DILLON'S BOOK ON CLEAN STABLES gives you an exact idea of what you can accomplish for a small outlay. Write for a free copy. 6

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agriculture lies at the very foundation of our national prosperity, it should be our duty, no less than our privilege, as Canadians to see that those who make this occupation their life work are surrounded by conditions that will make for their material welfare, their social happiness, and the proper education of their children.

The vista of possibilities comprised in these few words is enormous. Obviously, in the scope of a brief statement such as this, it will be impossible to do more than indicate a few of the points which a broad-based constructive policy of agricultural aid should embrace.

Technical Instruction

First and perhaps foremost, there is a pressing need for more technical instruction—not so much that kind of instruction which a farmer can obtain only by going to an agricultural school or to an agricultural college, not so much that kind of instruction that is given from the platform at meetings of farmers' institutes or of grain growers, but the kind of practical instruction that is brought to the farmer on his own farm, the kind of instruction that will result for example in the growing of two blades of grass where one grew before. To provide such instruction, that will in all cases be adapted to the peculiar needs of each community, will call for thorough organization and liberal expenditures of money.

Next there is an urgent need of improved methods of distribution, both of the supplies which enter into the everyday requirements upon the farm, and of the produce which the farmer has prepared for market. Agriculture must necessarily lose whatever attraction it possesses if the tendency is for materials of all kinds to advance in price side by side with a diminishing return for the product of farm labor. The decadence which agriculture has suffered in certain districts can, we believe, be shown to have been due very largely to this cause. It should not be difficult to devise a remedy. A good deal has already been done by the farmers themselves; a great deal more remains to be done. Thorough organization, the application of better business methods, and the wide-spread extension of the parcels post system would speedily effect a revolution in Canadian agriculture. The call is for able and public-spirited men to study the situation, to prepare the plan, and to put it into operation.

Transportation

Another of the needs is for better and cheaper transportation from the farm to the ultimate market. Embraced under this heading is the problem of good roads, the problem of shipping and receiving facilities, the problem of rail rates and the problem of water rates. To arrive at an intelligent understanding of any of these would call for weeks of careful study; to devise and apply the proper remedy would be matter perhaps of years. Again the question arises, who is to do it, and how is it to be financed?

In this connection it is but fitting that we should acknowledge with gratefulness the generous spirit with which the railroad companies have responded to appeals for relief in specific instances. With their help, many a difficult situation has been successfully lifted over, and we trust that friendly co-operation may long continue to characterize the relations of farming and transportation interests.

Cheaper Money

Cheaper money or easier credit, is another requisite if agriculture, particularly in Western Canada, is to af-

ford a return commensurate with the labor that is spent upon it. Very frequently the reason that more advantage is not taken of the opportunities which agriculture presents is, not that the farmer is not alive to those opportunities, but that he lacks the means, and is unable to obtain the credit necessary to profit by them. It would also appear desirable to modify the present practise of insisting that payments shall fall due immediately after the harvesting of a crop, for it frequently compels sacrifices which the farmer can ill afford. Neither of these reforms is likely to be accomplished by individual effort; some improvement might be effected thru organized effort; a great deal of much-needed relief could be afforded thru the intervention of some properly constituted authority clothed with the necessary power.

Tariff Revision

To whatever extent the tariff is responsible for the handicaps under which the farmer has to labor, it should be carefully studied with a view to its rectification. If the lack of educational facilities in rural communities is a factor in depopulating our farms, those facilities should be provided wherever possible, and as conveniently as possible.

In brief, we return to the broad ground from which we set out, that life upon the farm, in all its aspects, must be made more attractive.

The deliberations of a meeting such as this would be incomplete if they did not result in something more than a definition of a few of the underlying weaknesses that stand in the way of our proper agricultural development. These weaknesses must be more fully studied, and more machinery must be provided for their correction. The whole future of Canada, her attainment of the destiny which we believe awaits her as one of the first nations of the world, not only suggests, but demands that our citizens as a whole apply themselves to this all important problem.

We therefore place ourselves firmly on record as of the opinion that these and all other matters affecting the agricultural interests of Canada, particularly production, transportation, distribution, markets and finance, be made forthwith the subject of a searching investigation by a committee or board to be appointed, in accordance with the best British practise, by the federal government with the least possible delay, that committee or board to be comprised of non-partisan men of outstanding ability, broad experience, high ideals and unquestioned probity, for the purpose—first, of thoroughly acquainting themselves with the needs which exist; second, of evolving and submitting to the government in time for report to the approaching session of the Parliament of Canada, a plan calculated to meet those needs, and third, of putting that plan, when approved or amended, into execution, with power to act in matters of urgent need with government approval only.

Anticipating favorable action hereon, we pledge ourselves, jointly and individually, to facilitate the work of the committee or board to the best of our ability, and we are empowering and instructing Messrs. Maharg, Henders, Tregillus, Sherrard, Murray and Cantley to strike committees for the fuller investigation of these matters on our own account, these committees to report to a future conference of agricultural, manufacturing, financial and transportation interests, to meet on the call of our chairman, Mr. Henderson.