

THE FARMER'S ADVOCATE

AND HOME MAGAZINE

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

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Editorial.

Harvest and Transportation.

The harvest is now general. The wheat is being cut down with that expedition known only in Western Canada, and happy is the man who had got his harvesting machinery and tackle into perfect working shape before the rush commenced. The great level plains of the West have yielded up their increase. Nature has done her share. The seas of golden grain wave on the husbandman to come forward and enrich himself with his share of the fruits of the field, the staff of life, with which heaven has again blessed her children. The crop is not in all places equal to the bountiful one of last year, but it is withal a good crop, and prospects are bright for another year of contentment and progress. Let us now have favorable weather, and the remainder rests with the farmer. He has in the past proved himself to be a reliable factor in the matter. Such the farmers of Canada have earned a world-wide reputation for through many vicissitudes and reverses, through disasters and calamities, when the labor of a year was blasted in a night or driven back to the earth again by a short, but sharp and fearsome, hail storm. All these and other calamities have the builders of Northwest Canada come through, arriving in the harvest of 1903 with a general good record and an independent position. If not "monarchs of all they survey," they are owners of the land they till and of the crops they grow, and in a position to make and administer their own laws.

In the matter of laws, it has been hitherto found to be an easier task to legislate than to administer, and it is excessively disappointing for the farmer, on finding his efforts crowned with the success of a good crop safely harvested, to realize, as he has done for many years in the past, that the disposal of the fruits of his year's toil is a matter of greater difficulty than the successful production of it. The worries and delays, and oftentimes losses, caused by the circumstances over which he ought to be able to exercise control, but over which, in the past, he has been able to exercise none, though strenuously putting forth every effort to do so, have been far greater than all the year's labor occasioned.

There is high hope that this state of matters will be changed this fall, and that the provisions of the amended Manitoba Grain Act will dispose of all the former causes of delay and loss. So far as can be ascertained at the time of writing, there is good grounds for this view, for there is little doubt that the Dominion Parliament will endorse in full the reasonable and intelligent demands of the grain-growers. The trouble in the past, however, arose not so much from faults in the provisions of the Act as from faults and omissions in carrying the provisions into effect, and it behooves the Grain Growers' Associations, when the Dominion will have conceded their demands, to look to it that no corporation or individual official will be allowed to deprive the farmers of the benefits of the amendments. Every farmer who is a member of any of these associations should be—and very likely will be—supplied with a copy of the Act as amended. The "Farmer's Advocate," which all along has kept pace with the grain growers in disseminating reports of their progress in its several stages, will publish the Act in full. Let the farmers study it, and they will then have every opportunity of having its details carried out in each and every individual case, and should reason for complaint arise, let it find ex-

pression in the proper quarter. It would also serve a useful purpose if secretaries of the local grain associations would receive notification of all such complaints from the parties making them, for, by that means the working of the Act could be thoroughly watched and the interests of the farmers thoroughly guarded.

Siftings.

Harvest is on, and every person wishes the rain to keep off.

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Do not forget to bring the pitcher full of good water to the field. Protracted thirst is refined agony. Bring the pitcher out in the morning and home at night, and make no omissions; noon, ditto.

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A little oatmeal added to the water makes a refreshing and sustaining drink.

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What is sauce for the goose is also sauce for the gander, and what does you so much good could not fail to be good for the horses. Do you never reflect how they must suffer from thirst during a long five or six hours' spell deprived of a drink.

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The remedy is simple. Rig up the old stone-boat; fix a barrel on by means of a piece of rope. Leave this rig by the pump over night, or at noon. Someone must find time to fill the barrel. Then hitch the head horse to the outfit, and—

"Ho for the golden harvest-field,
Merrily out we go!"

* * *

Oatmeal would do the horses no harm. It would do them a great deal of good; but as it might be considered too expensive a luxury, chop might be substituted. Shake a handful on each pail of water you bring from the barrel, and you will find on starting after the short interval necessary to do all this that the fairies have been and sharpened the sickle, oiled the axles, and are now helping to turn the wheels.

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See that the evener is working true. This is most essential. If you are using a homemade one that is a true copy of one that has been tried and found correct, you are all right; if it has been made haphazard, without guide or direction, the chances are that you are all wrong. Maude and Dolly may be working themselves to death, while Tim and Jerry are only there for their health.

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"Thou shalt not muzzle the horse that treadeth out the corn," is a command (adapted from Scripture) which can be obeyed on the harvest-field only with considerable inconvenience. The driving of the binder teams is next to impossible when the near horse has acquired the habit of walking into and plucking the grain. Muzzling is the only solution of the difficulty, and it is far less cruel than the tugging and jogging at the bit which would be necessary without it. Use a far-reaching whip, and insist upon each animal doing its share of the work. After a few sharp applications to the hide of the "white horse," the whip may be allowed to rest in the socket as a terror to evil-doers.

The Grand Trunk Pacific.

The Premier, Sir Wilfrid Laurier, has laid before Parliament and the country the Grand Trunk Pacific bill, which contains the agreement whereby Canada secures another transcontinental railway, 3,300 miles long, from Moncton, N.B., via Quebec City, to Port Simpson, on the Pacific coast. In the main, it corresponds with the outline given of the scheme in the July 20th issue of the "Farmer's Advocate." There is no direct cash subsidy and no land grant. By means of a commission the Government undertakes to build, and will own, the line from Moncton to Winnipeg (1,800 miles), and leases it to the Grand Trunk Pacific for fifty years. For the first seven years the company will pay no rental, but for the remaining forty-three years the rental will be three per cent. upon the cost of construction. The Intercolonial and other railways are to have running powers for compensation over the Moncton-Winnipeg division, and if it be made a genuine common highway this makes it of immense value as an asset to Canada. The cost of this section would probably reach \$54,000,000.

To the construction by the Grand Trunk Pacific of the western division (1,500 miles), the Government will guarantee seventy-five per cent. of the principal of the bond issue, which is not to exceed \$13,000 per mile of prairie section, and \$30,000 per mile of mountain section. The Government will meet the interest in the mountain section bonds for seven years, and in case of the default of the company to pay the interest during the next three years, the Government will do so, and the interest will be capitalized and repaid with interest by the company. The western section is to be up to a standard not inferior to the main line of the G.T.R. between Montreal and Toronto. The tolls to be charged by the Grand Trunk Pacific will be under the control of the Government, or the Railway Commission. The company must spend \$20,000,000 on improved rolling stock, of which \$5,000,000 must go to the eastern division. The company must put up a deposit of \$5,000,000 as security for the construction of western division, and equipment of eastern division. All supplies and materials must be purchased in Canada, the quality, prices, terms, etc., being advantageous as elsewhere. The capital stock of the company is fixed at \$45,000,000, of which \$20,000,000 will be preferred and \$25,000,000 common stock.

The details of the proposition are now being thoroughly discussed in Parliament and in the press. That the line is imperatively needed and will develop vast areas of rich agricultural, timber and mineral lands, is beyond question. It will put Canada in a position of independence in the matter of transportation, relieving the country from the continual menace of a removal of bonding privilege, so often threatened by the Americans. Its all-Canadian character appeals favorably to the national aspirations of the country. Apart altogether from the question of reducing rates, the appearance of the Grand Trunk Pacific in the West will prove an immense boon in providing new and improved service, both for the farming and business classes of the community. It should be of advantage in bringing the timber supplies of New Ontario and Northern British Columbia within easier reach of Manitoba and the Territories. Port Simpson, being one of the finest natural harbors on the Pacific coast, and hundreds of miles nearer the Orient than other ports, will play an important part in the future development of