

South Qu'Appelle.—W. G. Vicars (Preston), F. G. Whiting (Stanley), Barnett Harvey, E. W. Loverine. Stoughton.—R. Tully, Edwin Slater, A. A. Pocock, Handsworth; A. Cameron. Saltcoats.—C. A. Partridge, Wm. Eakin, Eakindale; Fred Kirkham, (White Fife), William Thompson. Strasburg.—Peter Ferguson, Govan; John Holman, R. H. Edwards, Arlington Beach. Stockholm.—F. Vrabritz (Huron); M. Drotuad, Jos. Hermansky, P. Stromgren, Ohlen. Wolseley.—Wm. Mowbray, Jos. Cohn, D. Ferguson, John Whitcock. Wapella.—Peter McIntyre, S. Brash (Preston), A. W. Hunt, F. J. McCrae. Yorkton.—W. D. Dunlap (Preston), J. T. Hall, Peter Ramsay, Wm. Simpson.

Old Time Fair.

Kildonan and St. Paul's Agricultural society hold their annual fair to-day and tomorrow. The event is about the only one of the old time fall fairs that is held in Manitoba. Large crowds go out from Winnipeg to see the products of the farms and market gardens and a most enjoyable time is spent.

Important Suggestions to Shippers.

On account of the many difficulties arising in connection with securing settlement for loss of grain on the railways in transit the Royal Grain Commission at the request of Mr. D. D. Campbell, the farmer's shipping agent at Winnipeg, had an informal conference with representatives of the claims department of the C. P. R. and Mr. Campbell, the result of which was that the commission recommended Mr. Campbell to prepare suggestions to shippers.

The advice given below is distinctly relevant as there are cases on record where claims might have been recovered if these suggestions had been observed.

The suggestions are:

- 1st. If shipper has to furnish lumber for car doors he should have the agent at shipping point certify the bill as correct; it will save time in collecting the account.
- 2nd. When possible weigh accurately all grain put into cars and keep record of same.
- 3rd. When car is loaded, level the grain as well as possible and note on the face of the shipping bill how high the grain is in comparison with the grain line, and have agent verify it on the bill.
- 4th. Be careful not to load cars above the maximum weight allowed, the excess freight charged takes away the profit.
- 5th. Load cars up to their capacity if possible, as the rate is charged on the capacity of the car.
- 6th. Bill cars at the actual number of bushels and weight you consider or know you have put into car, it will be much easier to adjust any claims of loss of grain in transit when this is done.

The Hudson Bay Route.

In J. A. J. McKenzie's report to the Department of Interior, recently issued, some very interesting facts in reference to Hudson's Bay, and the country lying between it and the organized districts of the West are given. The department was induced to investigate the feasibility of this route as an outlet for our grain to Europe. For several years the rapid developments made in these provinces has precipitated on the country a transportation problem of the first magnitude. We have had a grain blockade most of the time for the past few years. One crop is not marketed before the next is harvested. And the extension of the railroads only increases the difficulty, for such increase only increases proportionately the volume of traffic to be handled. Nor is grain alone the only business that is presenting itself to the railways in greater volume. The live stock industry is developing in equal ratio. Last year 130,000 cattle reached Winnipeg and 80,000 head were carried to the seaboard. To thinking men it is becoming more obvious every year that a larger ocean outlet must be found or development retarded. The C. P. R. is double tracking its lines and will soon be pouring double its present freight into the "spout" at the head of Lake Superior. The Canadian Northern is opening up vast areas of grain and cattle growing land in the North and West. By next year the Grand Trunk Pacific will have tapped another huge area through the central west. The transportation difficulty, will, in a few years be much more a problem than it is now. The shipping facilities at Fort William and Port Arthur may be proportionately enlarged, as undoubtedly they will to accommodate this ever increasing business, but they can never hope alone to handle the traffic of the country when all the areas now nonproductive begin to pour their products toward the sea. We need a subsidiary outlet by the shortest possible rail haul to tide water. Where is it to be found?

Canada's great inland sea, called Hudson's Bay, gives the west tide water in the meridian of the Mississippi Valley. A glance at the map shows that the shortest route from the center of Canada's grain fields to the world's markets is via the Hudson's Bay and Strait. Churchill harbor is as near the central point of the wheat area as the center of that

area is to the head of lake navigation; and it is about the same distance from Liverpool as is Montreal.

The Canadian Northern Railway will soon reach the Pas on the Saskatchewan River, and from there to Churchill is some 480 miles. With that distance spanned, Winnipeg, which is, via the Canadian Pacific Railway, 1,422 miles from Montreal, would be within 945 miles from Churchill. Brandon is 1,555 miles from Montreal, from Churchill 940. Regina is 1,780 miles from Montreal, from Churchill 1,200. Medicine Hat is 2,082 miles from Montreal, from Churchill 1,500. Calgary is 2,262 miles from Montreal, from Churchill 1,682. Prince Albert is by the shortest rail routes, 1,958 miles from Montreal, from Churchill some 717. Edmonton is, by the shortest rail routes, 2,247 miles from Montreal, from Churchill 1,129. And these distances by rail to Churchill are measured over existing railways that were built for carriage East and West. With a railway from the Pas to Churchill, roads would be built over the shortest routes between important centres and that port. With a direct connection between Regina and the Pas the distance to Churchill from that center would be 774 miles, from Medicine Hat it would be 1,076, from Calgary 1,356 miles.

Churchill is 2,946 miles from Liverpool, while Montreal is, via Belle Isle, 2,761 and via Cape Race 2,927, and New York by the northern route, is 3,079.

There can be no question that, if the route via the bay and strait be feasible, it should be availed of; for its utilization would effect an average shortening of a thousand miles in the distance between the wheat fields of the West and the Atlantic seaboard, without increasing the ocean distance to the world's market.

University Commission.

The Manitoba Government has appointed a royal commission to inquire into and report upon and make recommendations for the improvement of the provincial university. Those comprising the commission are J. A. M. Aikins, K.C., chairman; Rev. G. B. Wilson, W. A. McIntyre, J. D. Cameron, J. A. Macray, Rev. J. L. Gordon, Rev. A. A. Cherrier.

MARKETS

Wheat advanced a little on last week's prices and is selling around \$1.04. The market was characterized by weakness early in the week closing Tuesday night at \$1.02. On Thursday rumors were afloat that drought was likely to seriously affect the Australian crop. Damage was reported from Victoria and New South Wales. As both of these States produce annually something like 20,000,000 bushels each the rumor caused something of a flurry in the world's markets and prices advanced accordingly. Chicago went up two cents, the local advance was a trifle stronger, as Winnipeg is essentially a weather market just now and the weather over quite a portion of the West during the week was unfavorable to cutting and threshing. Coincident with the bullish Australian reports it was announced that the Indian crop outlook was even poorer than former reports have shown. The Russian situation shows no improvement. Europe is bidding stronger for American wheat. The whole trend of the market for the present is upwards.

Some few cars of new wheat have come into the local market, grading from one Northern down to four. The receipts for the week total 187 cars, mostly old wheat, in comparison with 1604 cars received for the same week last year. It will be a fortnight at least before wheat movement becomes general. The wheat being marketed just now is going to eastern millers mostly, there being very little export demand at present prices. Fort William stocks decreased by one and a quarter million for the week and now stands at about three million bushels, in comparison with an even million for the same date in 1906. Prices for cash wheat in Winnipeg on September 23rd were: No. 1 hard (quoted) \$1.06½; No. 1 Nor. \$1.05½; No. 2 Nor. \$1.03½; No. 3 Nor. 99½c; No. 4 Nor. 96½c. Futures: October \$1.05½; November \$1.05; December, \$1.05; May, \$1.10½.

The advance in wheat reflected itself in the coarse grain market and oats went up three cents. The advance was due perhaps more to the upward movement in corn values than to the wheat advance. Barley also made a healthy spurt and is quoted around 61 cents. In Minneapolis this cereal has reached a phenomenal price level and is selling anywhere from 75c to 90c. One load was actually sold at 97c. It is quoted here at 60c to 61c, with little business doing. Oats are worth 50c. Futures: October, 48½c; November, 47c; December 46½c; May, 46c.

PRODUCE AND MILLFEED.

Bran, per ton	\$17 50
Shorts, per ton	18 50
Barley and oat chop, per ton	25 00
Oats, chopped per ton	28 00
Barley, chopped, per ton	22 00

HAY, (baled) in car lots, per ton

Prairie	11 00 @ 14 00
Timothy	13 00 @ 14 00

BUTTER—

Fancy, fresh made creamery	
Prints	28
Creamery, 56 lb. boxes	25 @ 20
Creamery, 14 and 28 lb. boxes	25
Dairy prints, extra fancy	24 @ 25
Dairy, in tubs	19 @ 20
CHEESE, Manitoban at Winnipeg	10½ @ 11
EGGS, fresh, f.o.b. Winnipeg subject to candling	17 @ 18

LIVE STOCK.

There was a fair movement of export stuff during the week, about 2,200 head went East. The price has shaded off considerably, the bulk of the export business this week being down around \$3.60. The decline is due to the fact that much of the stock coming forward is off a little in quality. There is little prospect for much advance in the export trade this season. While shipping facilities just at present are extremely favorable, ocean space selling as low as 30 shillings, or from that to 35, buyers assume that the quality of the stock offered hardly warrants much advance on present values.

The Hog market is active, that is there is a good demand for hogs of all weights but prices show no advance over a week ago. The average price of what is being handled will be around \$6.25. There is little business doing in the sheep line. One commission firm was offered a bunch of five thousand during the week, but found they couldn't handle them as conditions are at present. Few lambs are in sight. Just about enough to meet butchers' demands.

Prime export steers, 1,400 lbs., \$3.60 to \$3.85; choice steers, 1,100 to 1,300, \$3.50 to \$3.75; butchers stuff, \$2.50 to \$3.25. Bulls and old cows, \$1.50 to \$2.25. Sheep, \$5.50 to \$6. Lambs, \$7. Hogs, 160 to 200 lbs., \$5.50 to \$5.75; heavies, \$5.50 to \$6; lights, \$5.75 to \$6.25.

TORONTO MARKETS

Export steers (prime) \$5.10 to \$5.25; medium to choice, \$4.90 to \$5; butchers, (best) \$4.50 to \$5; common, \$3.75 to \$4.50. Hogs, select, \$6.15; lights and fats, \$5.85. Lambs, \$5 to \$5.75. Sheep, \$4.50 to \$5.50.

CHICAGO LIVE STOCK.

Prime steers, \$5.60 to \$7; Texas steers, \$5.50 to \$5; Western steers, \$3.80 to \$6; heifers, \$3.50 to \$5.50; choice butchers stuff, \$6.10 to \$6.75; common, \$2.50 to \$5.50; canners, \$1.25 to \$2.50. Bulk of sales at \$5.40 to \$7.

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