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The safest, Best BLISTER ever used. Takes the place of all liniments for mild or severe action. Removes all Bunches or Blenches from Horses and Cattle. SUPERSEDES ALL CAUTERY OR FIRING. Impossible to produce scar or blench. Every bottle sold is warranted to give satisfaction. Price \$1.50 per bottle. Sold by druggists, or sent by express, charges paid, with full directions for its use. Send for descriptive circulars.
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Lump Jaw

The first remedy to cure Lump Jaw was
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commission. Perhaps the most important influence which has helped to develop the commission business has been the credit advanced to grain shippers by the railways and the Imperial State Bank. The shipper may, under the law of 1894, borrow from the Imperial Bank a sum equal to the full value of the shipment of grain. From 1888, when this credit system was begun by the State, to 1891, the amount advanced on each shipment was limited to 60 per cent. of its value; and from 1891 to 1894, this limit was 80 per cent. The loans under these laws were small in 1893; but from 1893 to 1901, inclusive, the Imperial State Bank loaned annually from \$15,000,000 to \$38,000,000, and the railways advanced on grain shipments from \$6,000,000 to \$26,000,000 annually.

ELEVATORS.

The first public elevator in Russia was erected in Eletz by the local government authorities in 1888. The storage capacity of this elevator was about 240,000 bushels. In the following year a large private elevator, with a storage capacity of 900,000 bushels, was constructed in St. Petersburg. Since then, the majority of the grain elevators in Russia have been built either by the railways or by the Government for its railways. There were on January 1, 1900, under the control of the Russian railways, 62 elevators, with a combined storage capacity of 11,200,000 bushels, and 198 warehouses capable of holding 14,300,000 bushels. The total capacity of these elevators and warehouses in 1900 was only two-fifths of the storage capacity of the 89 elevators in Chicago in 1906.

THE RAILWAY-RATE FORMULA.

Most of the Russian railways are owned by the Government, and the rates charged are determined by law. The legal formula for determining the rate on grain is given in detail in the bulletin under consideration. There are items of fixed charge for all shipments, and, in addition, a rate is computed upon a basis of distance.

The distance from the point of origin to the destination of a shipment is divided into zones, and a fixed rate per verst charged within each zone. Beginning with the point of origin, the first zone, for export shipment, extends 180 versts (119.32 miles), and the rate within this zone is 0.086 of 1 cent per mile per 100 pounds. The second zone extends to a point 228.04 miles from the point of origin of the shipment, and the rate within this zone is 0.034 of 1 cent per mile per 100 pounds. The third, fourth and fifth zones are successively longer and the rates per mile successively lower until a distance of 1,842 miles is reached. For all distances beyond this point, zones are disregarded, and a rate of 0.027 of 1 cent per mile per 100 pounds is charged, the miles being counted from the point of shipment to the destination.

According to this formula, the rate charged for carrying grain 1,000 miles on Russian railways would be 33.78 cents per 100 pounds, and for 100 miles the rate would be 8.60 cents per 100 pounds. There are some exceptions in the application of the rate formula, notably in the case of shipments of grain from Siberia, the exceptional rate in this case being higher than the regular rate.

LARGE SHIPMENTS ON WATERWAYS

About one-third of the wheat shipped in Russia during the twenty years 1884-1903, was carried on rivers and canals; while the proportion of flour sent by these waterways increased from 4.6 per cent. of the total shipments in 1884-1888 to 12.1 per cent. in 1899-1903. In 1903 there were 171,000,000 bushels of wheat carried on railways and 63,000,000 bushels carried on rivers and canals; of flour, the railways handled 24,000,000 barrels, and the waterways 7,000,000 barrels. The average distance over which wheat was carried on Russian rivers and canals in 1903 was 133 miles, and in 1901 it was 171 miles, and the average charges for each of these years on all wheat carried on these waterways were 2.71 and 3.04 cents per bushel respectively. The railway rates on export for the same distances according to the formula, were about 6.42 and 7.20 cents per bushel, respectively, and for wheat shipments in internal trade the railway rates were, respectively, about 5.06 and 5.01 cents per bushel.

Questions and Answers

NAVEL ILL.

Will you please tell me what was wrong with my colt. He was all right till the sixth day, on the seventh day he went lame; the veterinary called it techni, on the ninth day very near dead; after that he had no control of front legs, got better on front legs, and then one hind leg swelled, all got very nearly well, but left lumps on joints of legs, and a soft puff here and there. The veterinary says he will take a long time to get well. Will he ever get well and in how many months?

Courtenay, B. C.

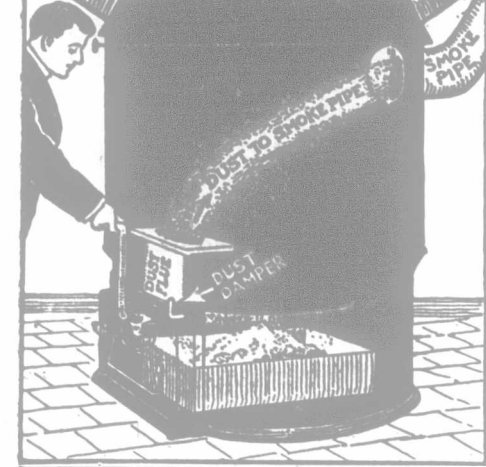
F. C.

Ans.—Navel ill or joint ill is a disease which affects the joints of young animals, occurring soon after birth. The animals affected belong to the equine, bovine, and ovine species, less frequently dogs and pigs are attacked. The disease was first noticed by veterinary surgeons in France in the year 1781. Since then it has become known almost all over the world. In some years it prevails very extensively, and appears to be enzootic in portions of certain countries. The early authorities differed widely in opinion as to the actual cause of the disease, some supposed it to be a constitutional disease, others, pyaemia (a form of blood poisoning) and a sequel to other diseases, others, that certain salts were lacking in the blood, a specific inflammation of the synovial membranes of the joints, or to an alteration in the composition of the milk of the dam. Some authorities have claimed that the disease is more frequent among foals which do not receive the first milk (colostrum). There were many other theories each of its own day, but all had to give way to the onward march of science which recognizes it to be a germ disease, the microbes entering the system of the young animal through the open mouth of the blood vessels in the recently ruptured umbilical cord and quickly reach the blood stream which conveys them to the joints and other parts of the body. As a preventive, as soon as the young creature is born, a ligature (a piece of strong string) should be very tightly tied around the cord about one inch from the colt's body, then with a clean, sharp knife the cord is severed about a half inch from the ligature, the stump is then dressed with a 6% solution of carbolic acid or corrosive sublimate solution, 1 to 1000 of boiled water, three times a day until the ligature and end of the stump sloughs off. This is the procedure where the membranes come away with the colt, but where the cord has been already ruptured the blood clots should be gently squeezed out and the antiseptic solutions gently injected into the open blood vessels with a small syringe before the stump is tied; it should then be dressed with the antiseptic solution three times daily. Where the disease has already become established the cord must not be tied or serious results will sure to follow. The progress of the disease is sometimes very rapid, death occurring in twenty-four to forty-eight hours after the manifestation of the earliest symptoms. This rapid course, is however, rare, the animal may live for twenty to thirty days or even longer. Occasionally the disease becomes chronic, the mortality is high, from 40 to 60% even with our modern and improved methods of treatment. In cases which are apparently recovering tonics such as iron, gentian, quinine, and cod liver oil with good nourishing food should be given.

* * *

"I shall be glad when I am old enough to do as I please," said the boy.
"And about that time you will go off and get married, and it won't do you much good, after all," replied the man.
—Philadelphia Record.

"Sunshine" Furnace



Where Shaking is Respectable

A Draft off furnace dome, with no other assistance, is powerless to overcome the dust nuisance in shaking time. Only surplus dust rises of itself above the fire. Great bulk descends into ash-pit, and unless legitimate outlet is therein provided, dust will escape through ash-door slits and into operator's face.

In "Sunshine" Furnace the legitimate dust outlet is provided. It's a great big dust-pipe running straight from

ash-pit to dome, thence to chimney. When big pipe damper is opened, all dust in ash-pit ascends to dome; then, when direct drafts are opened, all dust passes up chimney.

Always the clean and quick dust route in "Sunshine" Furnace—via grate, to pan, to dust-pipe, to dome, to chimney, to open air.

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