Farming in Manitoba.

Agitators who make a living, or at least keep themselves before the public by representing the hardships of the farmer, often give rise to discouraging reports about the country. It is pleasing therefore to hear occasionally from a farmer himself, taking a less pessimestic view of matters. Following is a letter written by a Manitoba farmer while on a visit in Ontario, which was published in the Kincardine (Outario) Re viow :

I have been requested by soveral parties who contemplate moving to Manitoba to see them and give an account of how I succeeded in farming there and what the prospects are for them to start farming in that province. I find it impossible in my limited time to see all who have requested mo to come. I trust they will accept my hearty thanks for their kind invitations, and I think that I can give them the information required fully better by giving you, Mr. Editor, a brief account of my transactions during the past eight years.

I left here eight years ago last October, taking with me a car loaded with building material for a frame house 20x21 and 14 feet high, also my household furniture and three head of horses. I borrowed \$2.00 from a friend here to pay for two of these horses. I also borrowed \$100 from another friend here to give me a start, and I left my notes for the above amounts. I mention this to show that some friends had confidence in my

honesty and that I would succeed. On arriving in Virden, Manitoba, I paid for the freight on my car load, and hound I had just one five dollar bill left to start the world with. I had my homestead of 160 acres, for which I paid my homestead fee of \$10 one year before I left here. The next spring I bought 160 acres alongside my homestead at \$5 per acre. or \$300, paying one-sixth down and agreeing to pay the balance in five yearly payments, interest at 6 per cent. I borrowed the money to make the first payment, and started to work. This mean in the sympact 1990 was in the spring of 1889.

I bought the following implements yearly as I necked them. I give you the prices of each article. One breaking plough, \$20, 1 stubble plough, \$26; 1 set harrows, \$25; second-hand harnes, \$20; second-hand wagon. \$50; second-hand sleigh, \$20; cutter, \$30, brond cast seeder, \$72, binder and mower, \$225; horse rake, \$30; combined plough, \$81; sulkey plough, \$50, press drill, S125, fanning mill, 830, set of heavy harness, 830, a set of driving harness, \$25; a second new sleigh, \$25; a new waggon, \$70, making a total of \$909-spent on implements in the last eight years. Besides this I paid \$120 for one yoke of oxen, \$195 for one span of horses, one yoke of oxen, 5155 for one span of horses, and, last spring, 1 paid \$200 for another span of horses. I also built a frame granary, 20x24, on a stone foundation, capacity, 5.000 bushels, costing me \$300. I also built a stone cellar under my house. Thus, with material and carpenter's work of my house, cost \$200, and the superner I huilt a stone stable 300. and this summer I built a stone stable, 35x81, well finished off inside, costing \$403. I also have five good wells on the farm all stoned or cribbed, with plenty of good water and three good working pumps. My farm consists of 520 acres, 200 of which I cultivate, 100 acres of it I have fenced with good oak posts and three strands of barbed wire for pasture. The remaining 20 acres is hay land. I said \$120 for the wire alone to build my fence. So Mr, Eintor, you will see by looking over these figures I have paid out \$909 for implements, \$515 for stock, \$900 on buildings, besides the \$300 I referred to at first, making a total of \$2.744. This does not take into account quite a large expense incurred for tools and other necessary articles. Besides all this there are running expenses such as threshing bills, twine bills, blacksmith bills,

repairs and wages which for the last four years have cost me from \$100 to \$50), according to the crop we had, so that all can see from these few facts what is domanded of a Manitoba farm to make it a success. I might also add that I have always endeavored to keep up a good stock of cattle, as I felt it was safer to do so than depend all to wheat and and only for my stock I might not have been able to pull through some of the hard years we had to encounter. At present I have 32 head of cattle and six head of horses. I have eight milching cows, six of these I have milking at one time and in the year of 1893 I made \$200 out of butter, the year 1894 made S152, in 1893, 1,187 punds from 23 to 153 per pound, making \$165 out of the year's product of six cows, besides raising six good calves. In the past eight years I have had five good crops, one medium and two poor ones. I have also lost four head of horses and four head of cattle, so that I have had heavy lesses and drawbloks as well as success. If there is anyone who feels inclined to doubt these facts, if they will call on me in my home in Manitoba I think they will feel fully convinced as to the truth of these statements. I do not write this as a boast. I have no money to squander or blow about. I have made a comfortable, independent home out of nothing but hard work, and I am perfectly satisfied. In conclusion I would advise all who have farms of 100 acres here, not encumbered, to stay here where they can have more society and more comfort. To those who may have their farm badly encumbered I would say take what you can get for them and before you lose all go to Mauitoba. You can make a good home there. And to those who have nothing but what will take them there I would say if you have an unlimited amount of pluck and perseverence and days work in your bones, go You can home out of nothing as well as I did. You can make a

Yours respectfully,

HARRY GEE.

Progress of Anti-Railway Legislation.

The Railway Age says: Railway regula-tion continues to be a prominent topic in many of the state legislatures, and a number of important measures have been acted upon. The unreasonable and dangerous two-cent passenger fare bills which have been offered in twelve or more western states have not withstood the facts presented against them, and it hardly seems probable that any of them will be enacted. The Arkansas House surprised itself and the public by passing such a bill by a large majority, but the Senate last week indefinitely postponed the measure by a vote of 22 to 6. In the Idaho measure by a vote of 22 to 6. In the 14aho legislature a bill reducing passenger rates to 30 a mile and making reductions on freight rates was kulled. But a bill making sweeping reductions in freight rates has passed the Missouri House by a vote of 92 to 26, and may be supported by the Populat Senate. It reduces the maximum rate by from 20 to 30 per cent. The Kansas legislature has shown a strangely hostile disposition toward reilways, and several bills making heavy rate reductions and giving arbitrary powers to the railroad commission have been dis-A modified bill, which, however, cussed will materially reduce the earnings of the Kansas roads, has been agreed upon by the Senate committee, and is not unlikely to pass, although its unreasonableness has been clearly shown. Missouri has enacted a feitow-servant law, which holds railways responsible for accidents caused by employees, and a similar measure has passed the Senate in both Texas and Tennesseee. In T. nuessee the bill for a railroad commission failed to pass the house by a the vote. A bill requir ing the free carriage of bicycles has passed the South Carolina House, and similar acts are pending in Colorada and other states.

Altogether, the legislators in the western states are causing railway managers and where much anxiety and lu' and m holding capital aloof from fur are man ments by the hostile disposition toward or. porations which is manifested It is to be hoped that justice and reason will fit success prejudice and passion in those regions while have the greatest need of the countence at the moneys of those who are now treated as enemies under the title of 'eastern capitaliste

Grain for South Africa.

Shipments of wheat and car to bouth Africa which have been a feat f theer port grain trade at this port for some time, have, been exceptionally beavy during the past few weeks. Over a million bushels of corn have been shipped since June 1st., at several staamers are now loading or chartend several stramers are now loaving or enarced to sail within the next few weeks. The bit of the grain shipped has been corn, at recently this has mainly gone to Port Nati There has been considerable wheat, however, and several cargoes of this grain have its recently been shipped from San Francisco,

The cause of the present large shipmenta as is well known, was the failure of the las wheat crop of Australia together with a helt wheat crop of Australia together with a left crop in the Argentine, from which prof.s ing country South Africa has usually secured her supply of wheat, and also the failure of the corn crop in Africa. The present crop of corn, as well as the previous one, has practically been runned by herea. it is stated, and several exporters believe the for this season South Afaica must conturn to draw upon the United States for he supply until December, when the next had orop will be harvested.

The following figures show the movement of wheat and corn from this port to Sat Africa sy months since the beginning of the Wheat. Corp. vear.

1896-	Bushels.	Bushe's
January	95,603	78,2 8
February		269.51
March .	57 091	57 (9)
April	138,591	187.40
May	61 846	259,31
	109 800	1.037 52

..... 608,057 1,889,977 Total Most of the wheat has gome to Cap Colony. while the corn has been shiped largely to Port Natal and Algoa Bay

From this table the importance of the tra of the past three weeks (especially in or, will readily be seen Best its the shipmar given above is a carge of 185,000 bushed grain by the steamer America yesterday at grain by the steamer America yesterday at another large cargo will be carried out by the Wilconnia to-day. In addition to these steamer Oberon, 2,728 tons, is scheddal a sail June 25; the City of Perth 9427 tons June 30; the Straits of Dover, 2,931 ton July 2; the steamer Indrapura, 3,859 ton July 15, and the Elm Branch, 3,258 ton July 20. It is said that the steamers larger this month will carry heavy or an event this month will carry heavy grain care in addition to general merchandise but the leaving in July, it is generally thought the carry less grain.

The general opinion of exporters tar seems to be that the trade has reacted a highest point and that while a consider? business will be done during the renauz or the year, the trade will not communi-the volume of that of the past few well. Advices have recently been received for Africa stating that the market is now one stocked. This condition is generally believed to be temporary only, however, due lund to the lack of suitable storage facht although there are some who thick the auture shipmones from this port will be owing partly to the competition of the Argentine.-N. Y. Journal of Comme June 25.

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