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The best reports come from the Strathcona district, and those from Athabaska Landing and Saddle Lake districts are also particularly favorable. The field crops of British Columbia are all good. The areas of late cereals—buckwheat, flax, corn for husking, beans, potatoes, turnips and other roots, sugar beets and corn for fodder—have increased this year to 2,150,382 acres, which is 279,526 acres more than last year and 247,869 acres more than in 1908. But this increase is altogether in flax, which, owing to the high price offered for seed, has come into favor with the farmers of the Northwest.

The only farm animals which show a noticeable increase since 1907 are horses, while sheep and swine have declined. The condition of all these animals over the Dominion exceeds 99.

#### Some Motor Trials of 1873.

Continued from page 13

day attacked the problem at the wrong point, and that, on the common road, the transportation of heavy loads by steam being accomplished with economical success, under ordinarily favorable circumstances, it may prove introductory to the use of steam in carrying passengers and light freight at higher velocities.

Having examined in detail the capabilities of the road locomotives, and determined the value of steam traction on macadamized roads, and having obtained the measure of its economic superiority over horse power, there remains to be considered the conditions which favor or retard its introduction, and to determine where it may be adopted without apprehension of failure.

One of the most important of the pre-requisites to ultimate success in the substitution of steam for animal power on the highway, is that our roads shall be well made.

As the greatest care and judgment are exercised, and an immense outlay of capital is considered justifiable, in securing easy grades and a smooth track on our railroad routes, we may readily believe that similar precaution and outlay will be found advisable in adapting the common road to the road locomotive.

It is undeniably the fact that, even when relying upon horse power, far less attention has been paid to the improvement of our roads than true economy would dictate. With steam power, the gain by careful grading and excellence of construction of the road-bed becomes still more important. The animal mechanism is less affected in its power of drawing heavy loads than is the machine. With the horse, a bad road impedes transportation principally by resisting the movement of the load rather than of the animal, while with the traction engine the motor is as seriously retarded as the train which follows it, and frequently much more, on soft ground.

Steam, therefore, cannot be expected to attain its full measure

## BE PREPARED FOR THE HARVEST WITH THE RIGHT MACHINE

**YOU** cannot afford to run any risk of delay at harvest time. Every minute counts when the grain is ripe for cutting. Every minute of smooth, rapid, uninterrupted work will pile up your profits. Every minute of delay due to a slow, inefficient, bungling or broken-down machine will rob you of a part of your just reward. Let the harvest find you prepared. Start today to look over your equipment. Face the question squarely.

Is it going to permit you to get all the profits from your acres. If it is not—now is the time to choose the machine that will. Because you are going to be busier every day from now on.

We want you to take proper time to make your selection because we know if you do you'll want a Deering. It's one of the best machines for your use. It's built to meet the conditions encountered on Canadian farms.

It will get all your grain no matter if it is tangled or down in the shortest possible time. It has strength, a wide range of adjustment for all conditions of grain and ground surface, and the draft is as light as it is possible to secure in a perfect working binder.

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Call on the local agent for catalogue and particulars on any Deering machine or implement, or write the International Harvester Company of America at the nearest branch house named below:

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