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Farmer's Advocate and Home Journal

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FARMER'S ADVOCATE OF WINNIPEG, LIMITED

WINNIPEG. MAN

EDITORIAL

If any of the stockmen contemplate seriously the possibility of war with Germany let them M. Bredt engaged in a pitch fork duel.

Opportunity of Spring

get done during the six to eight weeks of in our soil of which we are capable. throughout the whole year.

Take some instances. The garden requires quiries for clean flax seed than for any other

FARMER'S ADVOCATE these preparations are neglected the opportunity of planting in the spring when nature is ready to lend her hand to start growth is of no value.

When a man sees the hot summer days drag by without fresh vegetables and fruits, he not only regrets the missing of the opportunity of having a garden to draw from, but generally resolves that he will be provided for next season. Alas for good resolutions! Farming is not all simply growing crops. There is a responsibility to oneself and family and each spring the opportunity to discharge it is of- particularly, a better service than is given fered and availed of or neglected as the case may be.

Side Line Crops

Professor Bedford's article on another page of this issue upon the growing of our less important field crops. But as there is always a the aim of all concerned. large amount of land that lies idle during

summer, on account of not being considered suitable for wheat, oats or barley, it is worth while to emphasize the advantages of growing such crops as peas, rye, emmer and flax. Each of these crops has some peculiar characteristic try to imagine John A. Turner and Paul that makes it suitable under certain circumstances for particular conditions of soil. We are coming to a time now when we cannot so well afford to leave land idle as we could when \$25 an acre was considered a high valuation When we think of it, it is surprising how for our best soils. It is becoming more and much of the convenience and comfort, not to more necessary to get the most out of land of say profit in farming, depends upon what we which it is capable, and also to keep the most

spring. Most of all, we are concerned to get If we were asked to name some farm practise the field crops seeded, and in doing this often out of the common run that promised someneglect many smaller jobs that if done would thing a little better in return than the average afford an incredible degree of satisfaction crop gives we would say grow clean flax seed. During the past winter we heard more en-

A steer's time is not supposed to be worth attention just as soon as the land is fit to work, class of grain unless it was wheat, and everyone but if men and teams are kept on the fields wants wheat. Flax reaches a fairly good figure anything, but when a steer is losing around from Monday morning until Saturday night, for commercial purposes, but for seed it is twenty pounds a day of flesh that sells in the the chances of having fresh vegetables, early difficult to say how much might be got for a Old Country for from 10 cents to 14 cents a pound, it is not hard to calculate how much new potatoes, and fruits throughout the rest pure article. of the year are about all gone. True a garden A hint is dropped in Mr. Bedford's article a day that steer's time is worth to the shipper, can be made after seeding but it is not the same about growing peas for seed. Has anyone ever but the unfortunate feature of the case is that good garden that one has by giving the soil attempted to work up a trade in growing peas no one gains by what the steer looses. It is a early attention. Why is it not possible to give for seed merchants and for the trade which complete waste. Estimate what it means to an afternoon to the garden with the plow and supplies the restaurants with peas for soup ? have a train load of 30 cars, 24 hours longer in harrows? But merely putting a little time on In this direction we believe there is a side line transit than is absolutely necessary allowing the garden is not all that might be done with that can be followed with profit. There are only 10 pounds loss per steer per day with 16 advantage. Nearly every house and barn in exceptional advantages for growing peas in the to the car, and 6 cents per pound for the loss. the West would be improved with the planting West, and it should be worth while exploiting On the train load the daily loss would be \$576, and this, as every one knows, is not a large of more trees, and the setting out of bush and them. cane fruits. These are things that have to In connection with what Mr. Bedford says shrink. For the 90,000 cattle exported last be planned for ahead. It is no use waiting about rye it might be remarked that harness year the loss on the same basis amounted to until spring arrives and the ground is fit before makers pay from six to ten dollars a ton for \$108,000 per day. Putting the situation the anything is done. The start should be made in clean rye straw, and this probably accounts for other way around every day saved would be a June by breaking up the sod and continued in a large proportion of the acreage in Manitoba. the fall by backsetting, then followed up in the With a revenue from both straw and grain even gain of \$576 on each 30 cars or \$108,000 on all winter by ordering the stock to be planted and the poorest farmer on the poorest land can the export cattle. Money can be made easier the fencing material to protect it. But if all manage to get something for his work.

A Dollar a Steer and a Slow Train

No. 868

While a good many suggestions relative to the improvement of conditions in the cattle trade have been made, and some of them are being pushed for adoption by different interests, it seems to us that enough is not being done to secure a faster service for trains of live-stock. The nature of our live-stock trade, the fact of our markets being so far from the points of production makes it all the more necessary that in the marketing of grass-fed cattle, ranchers in any other part of America be put on by the C. P. R. True, as compared with other roads the C. P. R. has nothing to be ashamed of, but in the matter of live-stock shipments It is scarcely necessary to call attention to the actions of other roads should not be the standards of service. Rather the fastest service of which the road is capable should be

In matters of this kind the C. P. R. is notably ahead of practically all other systems, but we believe if stock shippers and ranchers would get together in conference with the railroad officials and the actual advantage of a faster service calmly considered, stock trains run on local passenger train time schedules would be the result.

In the past it has been claimed that stock trains cannot be run faster than the time they now run on, and that it would not be safe to run at express train rates with heavy trains of live-stock, but the unanimous opinion of shippers and attendants is that if stock trains were classed as passenger trains and were not held up so long at sidings waiting for other freight, the average rate of movement might easily be doubled. In other words, on a run from Alberta to Winnipeg, or Montreal, nearly half the time is taken up with stops.

residence upon, and n each of three years. within nine miles of t of at least 80 acres ad by him or by his hter, brother or sister. homesteader in good quarter section along. quarte ice \$ ection along ice \$3.00 per acre. months in each of six itead entry (including n homestead patent)

ra. exhausted his home-obtain a pre-emption homestead in certain acre. Duties—Must f three years, cultivate se worth \$300.00.

. W. CORY, inister of the Interior lication of this adver-

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Beulah, Man.