

backs and defects in connection with conditions as they now prevail, and which have hitherto operated to retard the advancement of the sheep industry in the country. It is expected that they will gather information as to the injury inflicted on our agriculture through the decline of interest in sheep raising, that they will take note of the localities, where the growing of sheep could be most easily and profitably encouraged and that, bringing to bear the suggestions gleaned from their general inquiry upon the various phases of the situation as they find it in Canada, they will draft recommendations for the guidance of the commissioner in framing, in the very near future, such a policy as will prove in the best interests of the industry.

If time permits the commissioners will also visit the United States. In many States of the Union, as compared with Canada, almost uniform conditions prevail, particularly as regards the advantages that are possible and which may be derived from an extensive sheep trade. Many single states own more sheep than are to be found in the whole of the Dominion, and although to the south of the line there may some discouraging features in the general situation, nevertheless there may be much in the way of suggestions to be learned from that country. Further, trade relationships between the two countries must always be more or less intimate and as the United States, notwithstanding a severe duty, imports annually from Canada a goodly quantity of wool, it would seem to be of direct advantage to have some specific information concerning the status of the trade in the former country and also as to its availability as a future market.

Canada has undoubtedly wonderful possibilities and large opportunities in connection with the development of its sheep population. The present investigations have been undertaken as preliminary to the adoption of a permanent scheme for the encouragement and upbuilding of the industry. In the belief that Canadian agriculture must of necessity suffer severely while sheep remain so few in number in the country, the minister and his officers will not be satisfied until statistics show a return of at least ten times the present estimate and until sheep raising has established itself as a recognized factor in promoting the national prosperity.—J. G. RUTHERFORD, Dominion Live-stock Commissioner.

FARM

Topics for Discussion

In recognition of the fact that valuable hints always are obtained from men engaged in actual farm work THE FARMER'S ADVOCATE has adopted the "Topics for Discussion" column, in order that our readers may see an open channel through which they may inform their brother farmers as to practices that are worth adopting and warn them against methods that prove unprofitable. Not only do we wish our readers to discuss the topics announced for the various issues, but also we desire that they suggest practical subjects on which it would be well to have discussion.

This notice appears under the "Farm" department, but the questions dealt with cover all branches of the farming industry. Letters should not exceed 600 words and should reach this office 10 days previous to the date of issue. They are read carefully and a first prize of \$3.00 and a second prize of \$2.00 awarded each week. Other letters used will be paid for at regular rates to contributors.

September 21.—What is the best means of tying cattle in the stable? Would you advise a man building a new stable to equip it with stanchions or chains?

September 28.—Do you consider that a duty on wool would be in the interests of sheep-ratsers? Do you think that a reasonable import duty on wool would stimulate interest in the sheep industry?

October 5.—Have you ever used a sub-soil plow? Do you think the use of the sub-soiler would increase the water-holding capacity of the

average soil, by breaking up the "hard pan" that forms at the depth at which land is ordinarily plowed and opening a larger area for the roots and moisture? In what kind of soils is sub-soil plowing necessary? Would it pay?

October 12.—What is your method of wintering the farm horses? Do you keep them in the stable, winter them in the yard, or let them rustle? What comments have you to make on the wintering of work horses on the farm?

Instructions to Grain Shippers

The following instructions to farmers shipping grain have been issued by D. D. Campbell, Dominion Government grain shippers' representative in the Grain Exchange at Winnipeg:

1. When placing your name on car order book state the size of car required.
2. If possible clean your grain well before shipping. By doing so the feed saved will in many cases more than pay cost of cleaning.
3. Sweep the car well, both floor and sides, especially if it has carried coal recently.
4. Examine car carefully for defects, and secure same against leakage.
5. In loading flax, it is a good plan to cover floor and sides of car with building paper (not tar paper).
6. If the grain door does not fit closely, do not drive nails through the door, as that interferes with the opening at the terminals. Instead, drive a two and a half inch nail into the door post, press the door into place and bend the nail against it. This will hold it securely, and will not interfere with the opening of the door as nails driven through it would.
7. If possible weigh your grain before loading, and keep accurate record of the weight of same.
8. Be particular to level the grain accurately in the car, and keep a record of how it compares with the load line marked in the car.
9. Wherever it is possible, shippers should draw the agent's attention to the height of the grain and the fact that it is levelled.
- It is also a good precaution to keep a record of the depth in inches of the grain loaded into the car if it has been levelled properly. In case of leakage or damage in transit, this is invaluable evidence in establishing your claim for shortage.
10. Do not load cars above amount allowed, as it endangers life and property, and weakens your chance to collect for shortage in weight, in case of damage in transit.
11. If you have to partition your car, be careful to keep the partition clear of the grain doors, as they must be opened to unload the grain.
12. If you bill car to your order and advice, be sure to give your post office address on the bill of lading, otherwise the outturns and papers will go back to the station agent, who may be many miles from you, or if you have decided on a commission firm to handle the car for you, note on the bill of lading, advise this firm, then they will get all the documents and be in a position to look after your interests.

13. You can send the bill of lading to the commission firm, giving them instructions how you wish the car handled, or you can place it with your banker to be handed to the firm on receipt of a certain amount as an advance, and when the sale is completed you should receive a statement showing the whole transaction and closing it up.

14. If you have billed the car to your own order, before sending the bill of lading to your banker or commission firm, you should endorse it as follows:—

Deliver to order (insert the name of your bank or commission firm), then sign your name distinctly.

15. I do not sell grain for farmers, but if you wish me to look after your interests in regard to grading; if you send me the car number, with the car initials, date shipped, station and railway, I am willing to give every assistance in my power to any farmer in securing a just settlement of any trouble he may have in the shipping of his grain. There is no charge.

Wheat Crop of 1910

A cablegram from International Agricultural Institute, Rome, gives yield of wheat crop estimated July 1st, as follows: Italy, 185,495,530 bushels, compared with 155,711,230 bushels last year; Hungary, 202,096,455 bushels, compared with 125,363,287 bushels last year; British India, 358,151,465 bushels, compared with 284,314,778 bushels last year; Roumania, 131,001,750 bushels, compared with 59,043,045 bushels last year; Japan winter wheat, 20,779,715 bushels, compared with total winter and spring crop of 23,584,000 bushels last year. Condition spring wheat 128, compared with last spring's crop. Great Britain condition 101, compared with ten-year average.

Development at Forestry Farm

Few places in the Canadian West have shown such development in a short time as has the forestry farm at Indian Head, under the superintendency of M. M. Ross. It has been clearly demonstrated that when efforts are made to grow trees in the West it can be done. Of course, there are those who ridicule the forestry farm, and refer only to the cash that has been spent. Grant that considerable money has been required, but there are many farmers on the prairies who have cash in abundance but who refuse to make a start in tree growing. This big farm has shown that it is possible and farmers in all parts should follow suit within their means.

With a half-section of land under his charge, Mr. Ross started tree planting in 1905. Last June another quarter-section was provided. The intention is to have permanent plantations of the different trees in order to ascertain which will pay best as material for fence posts or general use.

The older part of the farm has been brought



TWO-YEAR ASH SEEDLINGS AT INDIAN HEAD
Young trees are being produced at the Forestry Farm at the rate of 75,000 to 90,000 to the acre