

Dr. Saunders in the West.

Dr. Wm. Saunders, the director of the experimental farm, passed through the city Monday on his way homeward to Ottawa, from an extensive trip throughout the west.

In a press representative Dr. Saunders made some interesting statements with respect to his trip on his way westward. He visited the Mornington experiments in the neighborhood of Cardston, and was greatly impressed with the remarkable results being obtained there. He said that, he says, ideal settlers for such a district as that in which they are located, where there is necessary to the successful cultivation of crops. Their progress is largely due to their methods of co-operation, by which each farmer carries out a portion of a general plan of improvement. For instance, every eight farmers combine in putting a fence around the plot of land used by their farms; and in other ways they work together for the common good.

One of the remarkable features of the farming is the success which they have met with in growing fall wheat. Experiments by the government at the head end and in the interior have shown the growing of fall wheat never before successful, but in the Cardston neighborhood, just owing to special climatic differences, no difficulty is encountered in bringing this wheat to maturity. The first crop of such fall wheat was in the month of August, and it attains quite a growth before snow comes. The wheat is a red chaff wheat which they call the Odessa. It comes from Utah, and is of a new variety. It is a very more prolific wheat than Red Fife, running from 30 to 35 bushels per acre, and when excellently sown and fertilized, but if placed upon the market, would not command as good a price as the hard red wheat. The wheat is raised here, but if ground at the local mill, and used for home consumption. They grow corn, and also alfalfa, growing it in the usual manner. Professor Saunders also noticed that the head end settlers made a point of breaking the land early in the spring, and moving out the fence posts, and in the morning get a half crop of wheat which they regard as better than letting the land lie idle until the spring. The breaking of the land elsewhere is done in midsummer. With reference to their wheat Dr. Saunders says that Mr. Angus McKay, the superintendent of the Experimental farm at Indian Head, visited Cardston some time ago, and secured samples of their Odessa wheat. Two bushels of this were planted at Indian Head last month, and the grain is now well above the ground.

Another immense best-sugar factory is to be established in the near future at Raymond, a new settlement, now being formed between the Mormon settlements of Stirling and Magrath. The chief promoter of this enterprise is C. J. Jesse Knight, a Mormon millionaire of Utah, who has already made his faith in the Canadian west by large investments of capital. A year or so ago he purchased from the company which has been formed for a ranch, and he has already stocked it with some 5,000 head of cattle and the purchase of 100,000 acres and the Territories last fall. He owns the town site at Raymond, which is now being staked out. The farms and ranches are being plowed here. This is to be divided up into lots of 80 acres, and a better buy than any other place to grow annually 10 acres of sugarbeets. Next year all this land will be planted in wheat, and the following summer the cultivation of beets will begin. By that time it is expected that the factory will have represented an outlay of nearly half a million dollars will be ready to start. It is expected that the sale of this land by Mr. Knight will be that the title will be turned to him if he should not be able to find a purchaser on the premises.

During his trip Dr. Saunders, of course, inspected the Canadian sugar farms. At Brandon he found the crop very good. Threshing has now almost completed, and the returns show an average yield of all varieties of wheat from 30 to 35 bushels per acre, while Red Fife yielded 35 bushels to the acre, while oats went from 60 to 80 bushels. Dr. Saunders said that the returns from the sugar farmers in the neighborhood of Brandon whose wheat was threshed, and whose returns he has seen, were better than he had expected. Yields of 22 bushels per acre on stub-

ble and 30 bushels per acre on summer fallow was the rule, and he is inclined to think that the returns he has seen and heard that the average yield per acre in Manitoba will not fall far short of this.

At Indian Head experimental farm the crops were very heavy, the oats going from 40 to 50 bushels, and the wheat from 35 to 40 bushels. All through the Indian Head district the crops were very heavy, and this year, the crops there being better than further east along the main line. The doctor has seen a number of small farms at Grassie, B. C., where he found very favorable harvest. He reports, however, that it is necessary to the Fraser River valley is very disappointing, this fruit this year being to the very heavy rains which prevailed last spring. There will not be more British Columbia fruit this year than will be necessary for home consumption, and the shipment to Manitoba points which were considerable in former years will be almost nil this season.

Discussing the present condition of the weather, Dr. Saunders expressed his belief that it would pay the western farmers to resort to stacking more than they had been in the habit of doing. The custom of threshing from the stack was one that might easily be introduced, and he thought it would be an early rainy season by stacking, the farmer not only guards against the loss of his crop, but the grain is improved in quality, and the extra cost that must thus be incurred is well recompensed to the farmer for this additional outlay.

Mr. Tarte and Mr. Reeve.

A Collingwood despatch bearing date of Sept. 13th, says:

The luncheon following the launching of the fine new steel vessel Huronic from the ship-yards yesterday afternoon they had been their own doing. The custom of threshing from the stack was one that might easily be introduced, and he thought it would be an early rainy season by stacking, the farmer not only guards against the loss of his crop, but the grain is improved in quality, and the extra cost that must thus be incurred is well recompensed to the farmer for this additional outlay.

Mr. Tarte, after referring to his rejection of the offer to buy the land to discuss the Grand Trunk's connection with the transportation question. "We are the bosses of the railway, and I know it," he said, "and I give the notice to say that the time will soon come when the Grand Trunk will have to come back from the port of Portland, and the line will be nationalized the St. Lawrence route. If we want to spend or redeem our money, we must spend money in improving our facilities."

Mr. Reeve evidently took this as a reflection on the loyalty of the Grand Trunk, and a few minutes afterwards, in the course of his speech, said that he was sure that the Grand Trunk in the British Empire than the Grand Trunk company. The Canadian people, in looking after their own interests, had taught the Grand Trunk to do likewise, consequently the Montreal terminals had been transferred to Portland. "My opinion," said Mr. Tarte, "is that it is the largest steamship line going to hold the line of trade of the future. When we charter a steamer, we never think of having any other line to hold the line of trade that shall vessel cannot navigate the St. Lawrence channel."

Mr. Tarte, in his report, said that he had most what I wanted him to say, namely, that the business of the Grand Trunk railway will be to accommodate vessels that will carry 10,000 tons, the Grand Trunk will be to accommodate vessels that will carry 10,000 tons, the Grand Trunk will be to accommodate vessels that will carry 10,000 tons. When that accommodation is to hand, you will insist that the Grand Trunk will be to accommodate people. Canadian railways must stand by Canada, or we will not stand by them. The Grand Trunk will be to accommodate people. Canadian railways must stand by Canada, or we will not stand by them. The Grand Trunk will be to accommodate people. Canadian railways must stand by Canada, or we will not stand by them.

British Columbia Fruit.

The first carload of British Columbia fruit to arrive in Winnipeg this season was run on the Macpherson Fruit company's siding late Monday afternoon. Considerable interest attaches to the arrival of this car. In the past shipments of fruit from British Columbia to this market have not been satisfactory, and though all fruit handlers recognized the fine flavor of only a few carloads, the fruit could not be successfully shipped for long distances. This season the British Columbia government, acting through the Fruit Growers' association (a purely educative institution) undertook to assist the matter. In July Mr. R. M. Palmer, special commissioner of the department of agriculture, visited and discussed the situation with the fruit men and the growers. The result of these deliberations was the shipment of a carload above referred to, in charge of J. C. McCall, of Maplehurst fruit farm, and C. M. G. Macpherson, president of the fruit growers' association. The car was six days in transit, and arrived in Winnipeg in excellent condition, in a very satisfactory condition. It contained 800 cases (10,000 pounds) of Bartlett and Bussac pears (4,000 pounds) of Bartlett and Bussac pears. The packing exactly resembled that used in the fruit market of Washington, the boxes being arranged with good air spaces and thoroughly wrapped in paper.

Messrs. Rublee, Scott and Bright attended the opening of the car, on behalf of the fruit men of the Winnipeg. The plums were opened first and proved a very fine sample of Italian variety, which were carefully culled, of excellent flavor, and with a noticeably small pit. The cases were opened, and the crates and the baskets contained three layers each, and were neatly faced. There was some criticism as to the packing and that was they were not packed tight enough in the layer to prevent the fruit from shifting, but also affected the weight. This was due to the mismanagement on the part of the British Columbia fruit men, their idea being that each crate or case should only contain twenty or twenty-five pounds, whereas the average car from Washington or Oregon contains fifty to sixty pounds. This, however, was pronounced merely a matter of detail.

The pears were next examined and some boxes near the top of the car were found to be a little over-ripe, having a greenish yellow color. The Bussac pears presented a finer appearance than the Bartletts, although the variety was not considered as standard. The difficulty with the Bartletts was entirely a matter of appearance, the skins presenting the roughish brown patches so familiar in Ontario Bartletts, and also a considerable amount of staining. The opinion was expressed that the Winnipeg market, having been educated to the appreciation of the Washington fruit, was likely to be shy of the British Columbia variety, for a time at least, until the quality of the fruit became more widely recognized. This fruit was all from Chilliwack, and the fruit that is shipped to the market is generally admitted that the condition of this fruit arrived disposed of the question of the practicability of shipping British Columbia fruit to this market. The fact that these plums and pears came later in the season than the Washington fruit, and that their market value here is somewhat higher, is a factor that the supply can be depended upon, the amount of fruit that they prefer to put up as much as they can in cooler weather.

The fruit that is on the Winnipeg market at \$1.25 to \$1.30, and the pears at \$2.75 to \$3.00 per box. The fruit that is on the market a few days and will then return to British Columbia and make a formal report to the fruit men of this market. It will also call at the principal towns on his return trip to inquire into the condition of the market, whether it is done chiefly through wholesalers or individual enterprises, and also as to the condition of the market, and as to the possibilities of increasing trade.

Bank Manager Returns.

D. R. Wilkie, general manager of the Imperial bank, returned to Winnipeg on Monday morning after a trip through the west. He had visited all parts of the North-West and British Columbia, in which the bank does business, and found general conditions very good everywhere, except in the mining districts of British Columbia, where, owing to the trouble of the miners, the situation in work at the mines is due to the outside labor market. It is thought, although there might be other causes for the stoppage of work on a few individual mining properties.

The conditions in Manitoba and the Northwest Territories were good, but there is still considerable grain standing in the Prince Albert district and around Calgary and Edmonton. He says that he did not find everyone jubilant over the crops, although they are very good, but satisfaction generally depended on rain and sunshine.

Mr. Wilkie considers that the introduction of the Canadian and Doukhobors to the country was a great blessing. He did not see any of their settlements, but he is sure that the laborers, and the labor problem would have been very serious this year had it not been present for help with the harvest.

The great opportunities which this country offers to the farmer, Mr. Wilkie thinks, is just beginning to be appreciated, and a hopeful sign is that the great influx of Americans are coming here to take up land. In a few years more there will be a great influx of Americans to take up land. Mr. Wilkie has recently inaugurated a new system of disposing of the land by his bank from the Portage mines. It is now shipped to the Dominion agency office in Vancouver for treatment, and the first consignment of two bricks valued at \$2,000 and \$1,000 respectively, were sent a few days ago. Hereafter all the gold received by the bank from the Portage mines will be forwarded to Vancouver.

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