

THE FARM BULLETIN

MR. STEPHEN'S QUEBEC NOTES.

May is the month of bloom, and June the month of verdure—and brides—but it did seem as if the weather-man had forgotten to give us the bloom in May this season, so he gave it to us in June instead, and we have the brides as well, so all should be happy, as we have plenty of both this season. The apple and other fruit bloom (2 weeks later than usual), just dropped, was heavy, and betokens a good crop of fruit. The codling moth, our greatest enemy of the apple, has scarcely made its appearance as yet, the cold season has delayed its coming forth from its cocoon, and, as the time for it to get in its destructive work is about over, we do not fear very serious results from its ravages this season, although those who have large orchards are spraying as usual. Here and there are seen a few webs of the tent caterpillar, while these are not allowed to perpetuate their species in many of our orchards; yet we too often find them along the road fences, housed in those detestable choke-cherry bushes, which no respectable farmer should allow to grow, along the roadside particularly—they should be eradicated, root, stem and branch.

June, with us, is also the month of roadmaking, when the farmers work in the statute labor. Sometimes the roads are improved with the labor put on them, and, again, there are times when it would be good policy to leave it off. I am pleased to learn there is a desire among all progressive farmers to pay a money tax, and give out, by contract, the making and repairing of our roadways. I believe this system is being successfully worked out in many parts of Ontario, the Maritime Provinces, and in many States of the Union to the South. In this Province, few municipalities have adopted this system as yet. Possibly, the first to adopt it is my own municipality, Godmanchester, where six years ago a by-law was passed that a part of the road tax be payable in cash and devoted to permanent roads, with the result that we now have 11 miles of splendid macadam road. This season, all the road tax is payable in cash; the repairing of our roads has been let out by contract, or is being done by day's labor. While it is too early to predict results, yet we are most sanguine that, after a fair trial, our ratepayers will not desire to go back to the old system again. The advantage of having this time, usually spent at roadwork, to spend on the farm at this season can hardly be estimated.

Since last writing, there has fallen no rain, and for the last eight days we have experienced very warm weather, excessively hot the past four days, with the thermometer 90 in the shade in June, accompanied with a Sirocco wind, and this coming so soon after the very cool weather of a short time ago, made it more than oppressive, and we begin to realize that the Gulf Stream has not got further away from us after all. Rain is needed badly, as all crops are beginning to suffer for want of moisture, and unless rain comes soon the hay crop will be a light one. Many meadows are winter-killed, and the clover is nothing like as good as usual; it promises now to be the smallest hay crop for many years. On that account, a larger acreage of corn, vetches and millet has been sown. Some meadows have been plowed up and sown to one of the latter soiling crops. A larger acreage of grain has been sown than usual. This is coming on fairly well under the prevailing conditions; there is a fairly good stand, and a good braird, only it is not far advanced yet. There is a very noticeable difference in favor of the drilled grain over that sown broadcast this season, and the broadcast seeders are being discarded in favor of the drill, as the grain comes up more evenly when sown with the drill, and is now, at least, a week in advance of the broadcast-sown. Pastures are short for June, which has the effect of cutting down the milk flow at least 20 per cent. The delivery at the factories and creameries is, therefore, much below last season. Most of the combined factories are making cheese. The high price of this product encourages them to do so, as the milk made into cheese will net about 25 cents per cwt. more cash than if made into butter. At the Dairy Board here last Friday, cheese sold for 11½¢, and 11 7/16¢, and butter for 20½¢. So far, there has been little butter made for export. The farm-labor question has been relieved somewhat by the coming in to this section of a number of Old Country laborers. Many of them are experienced fellows, and are quite an acquisition to our farmers. More of the good ones are needed yet to relieve the situation, and in time these make good citizens for Eastern Canada, and we want more of them.

W. F. STEPHEN.

Huntingdon, Que.

SENDING PLANT AND INSECT SAMPLES.

Readers, who send us samples of strange weeds or other plants for identification, should enclose them in damp blotting paper, or other material that will hold the moisture, thus preventing them from drying out and breaking up. Be careful, also, to send a complete sample, that is, root, stem, leaves and flower.

Enquiries about insects should be accompanied by a specimen. If dead, it should be wrapped in paper or cotton, and enclosed in a small box. If particularly soft, the specimen may be packed in cotton saturated with alcohol. Whenever possible, grubs, caterpillars, maggots, etc., should be packed alive in a box with a little of their food. Air holes are not necessary. Give particulars as to where insect is found, what it eats, how long observed, and amount of damage done.

B. C. PROVINCIAL COMMISSIONER OF LIVE STOCK AND DAIRYING.

F. M. Logan, B. S. A., a native of Nova Scotia, and a 1905 graduate of the Ontario Agricultural College, Guelph, who, for the past couple of years, has been in British Columbia as representative, in that Province, of the Live-stock Branch of the Dominion Department of Agriculture, where he quickly became connected also with various provincial live-stock and dairy organizations, has been appointed by the British Columbia Government to the position of Provincial Commissioner of Live Stock and Dairying. When Mr. Logan went to the Pacific Province, he was taken into the service of the Provincial administration. At the time for the move for the appointment of a Beef Commissioner, he was asked to act on that body by the local officials. The Dominion Government, however, did not wish him to take such a position. In his new and responsible capacity of Provincial Commissioner, he will



F. M. Logan, B.S.A.

Recently appointed Provincial Commissioner of Live Stock and Dairying by the British Columbia Government.

undoubtedly render most acceptable service, having practical and scientific knowledge of both live stock and dairying. Though well on the sunny side of life, Mr. Logan is a man of mature judgment and broad ideas, farseeing, and possessed of uncommon tact. He is what one writer has called "a transplanted Irishman," and you never can tell what a transplanted Irishman will do. A good many of our readers will recognize the name as belonging to the author of the bulletin on "Model Farm Buildings," an illustrated synopsis of which appeared in "The Farmer's Advocate" of September 20th, 1906.

TELEPHONES IN MANITOBA.

The rural-telephone movement in Manitoba is taking on considerable activity, as are also the plans of the Provincial Government, to establish long distance lines. A site has been purchased in Winnipeg for the central offices of the long-distance system, and several municipalities are ready to build to connect with the Government's line. Lately, when the Reeves of the different municipalities were in Winnipeg, many of them conferred with the Hon. J. H. Howden, Commissioner of Railways and Telephones, upon the working out of the scheme. The municipalities, which have decided to install their own systems are Woodsworth, where there will be three exchanges throughout the districts to handle the local work, Brenda, with three exchanges; Victoria, with one exchange; Wallace, with three exchanges; Hanota and Blanchard, each with one exchange. Several other municipalities are taking the matter up, and it is expected that they will also install their own systems. The rural systems, where built by the municipality, will be under the control of the municipality. The Government will furnish the material for the construction of the lines, and the work will be undertaken at once so that the rural systems will, no doubt, be working by next winter. The rural systems, which have been decided upon, will aggregate nearly 3,000 miles, which will be built this summer.

The exact routes of the long-distance lines, which the Government will build throughout the Province this year, have not yet been finally decided upon, but they will include three trunk lines. A line will be built to the south-western portion of the Province to connect with the rural municipality lines; another trunk line will run to the north-western part of the Province. In all, there will be several thousand miles constructed in addition to the municipal lines.

CANADA'S MARVELLOUS INDUSTRIAL PROGRESS

A short time ago, there appeared in New York Independent—a journal of such almost unvarying excellence that the appearance in it of such an out-of-date piece of reasoning is an anomaly—an article, written by one Mr. Givens, by confession an ex-Canadian, who from the fastnesses of New York City has volunteered to enlighten the world on the twentieth-century condition of Canada. According to him, we (the capital is our own) are a behind-the-times, moss-grown, hide-bound, non-progressive, dominated-by-old-men dependency, our plight the more pitiable because, by inference, Elysium lies just across the border, and we have not sense enough to open our eyes and see.

It would be interesting to know how long it is since this Mr. Givens was in Canada. If we knew his address, we might send him a copy of the Report on our industries, recently issued by the Department of Census and Statistics—it might convince him that we are not, in the industrial world at least, as non-productive as he would have us,—but, as we are not favored with it, we must needs content ourselves with giving a synopsis of the most salient features, for our own satisfaction and the edification of some few mortals in other lands, who, like Mr. Givens, may be somewhat muddled in their ideas.

During the years 1905-1906, the period covered by the Report, the total output of Canadian manufacturing increased from \$481,053,375 to \$715,035,965, a difference of over 48 per cent.

As an example of the remarkable growth in some of the products are adduced the following:

The sawmilling industry increased from fifty millions to sixty-eight millions.

The smelting industry quadrupled in the five years, the output last year totalling \$28,426,328.

Electrical apparatus and supplies, an increase of 250 per cent.

Minerals and aerated waters, 170 per cent.

Axes and tools, 170 per cent.

Drugs, 100 per cent.

Plumbing supplies, 250 per cent.

Printing and bookbinding, 150 per cent.

Jewellery, 135 per cent.

Gloves and mitts, 150 per cent.

Cut stone, 16.75 per cent.

The following has been selected as the twenty leading industries:

Class.	1900.	1905.
Log products	\$50,805,084	\$68,229,920
Flour and grist-mill products..	31,835,873	56,703,289
Butter and cheese	29,462,402	32,344,513
Clothing	24,314,937	32,523,798
Slaughtering and meat-packing.	22,217,984	27,220,363
Smelting	7,082,384	28,426,328
Foundry and machine-shop products	15,292,445	24,013,094
Boots and shoes	18,481,216	20,264,686
Lumber products	10,754,959	20,128,295
Refined sugar	12,595,000	18,268,260
Bread, biscuits and confectionery	11,637,808	16,992,605
Leather	12,068,600	15,142,217
Cars and car works	3,954,172	14,430,190
Cottons	12,038,052	14,223,052
Printing and publishing	10,319,241	13,011,604
Agricultural implements	9,597,389	12,775,748
Car repairs	7,546,644	11,442,607
Plumbing and tin-smithing	6,553,957	11,406,671
Iron and steel	6,912,457	9,881,385
Hats, caps and furs	5,876,467	9,026,020

GEORGIAN BAY CANAL PROSPECTS.

R. W. Perks, M. P., of Messrs. Walker & Co., London, Eng., a firm that has successfully completed many of the greatest canal and other public works in the world, has gone personally over the entire route of the proposed Georgian Bay Ship Canal, and the plans of his engineer have been completed, and are now in the custody of the Dominion Government in accordance with the requirements of the charter. He has also been conferring with financiers in America, who will probably co-operate with himself and other British capitalists in the enterprise. He does not think there will be serious difficulty in financing that undertaking. At Liverpool, Eng., he expects to confer with Sir Wilfrid Laurier before the latter starts for Canada. He is in a position now to submit a proposition for the completion of the work. As to its advantages he regards it as a commercial necessity of the Dominion, giving a continuous 22-ft. waterway to the upper lakes, so that 8,000 to 10,000-ton vessels could go direct to European ports without breaking cargo. It would relieve the railways of congested traffic, and contribute in other ways to them. As to financial returns, he said the traffic passing through the Soo locks already exceeds the tonnage of the Suez Canal, one of the most remunerative undertakings in the world. If, in four or five years, one-fourth the traffic passing through the Soo went eastward via the Georgian Bay Canal, the result would be very satisfactory upon the capital involved. It will mean also the utilization of vast stores of electrical energy along the route, developing various industries.

The International Exhibition, held in New Zealand for five and a half months (1906-7), attracted a daily average attendance of 13,744, or a total of 1,920,069. Canada was awarded by the press to have had one of the very best of the foreign exhibits.