

cepting in the case of sows or boars, we do not meet with anything over nine months or a year old on the hog market to-day. Perhaps the average time which it takes to mature the bacon hog is from seven to eight months. A few years ago this early maturity business in connection with the bacon hog was, to some extent, overdone by farmers aiming to get their hogs to the desired weight of from 160 to 200 pounds each at about six months old, resulting in a too fat and too soft fleshed animal. But this tendency is not so prevalent to-day, and the best raisers of bacon hogs aim to develop more bone and to give more exercise to

the growing animal than is possible in a life of six months. But seven or eight months is not a very long time in which to develop so important a revenue-producer as the Canadian bacon hog.

Early maturity is then a most important principle in modern live stock breeding. It makes for larger profits, quicker returns and better quality. It can best be secured by using pure bred animals that have been especially bred for this purpose. Good breeding and good feeding must go hand in hand, and the farmer should make himself familiar with the best methods of combining these two in the early matured animal.

the rapidity of nature's changes in this country.

Looking back over the past years the fact that every year seems to be "unusual" and to present abnormal conditions is the only rule that can be laid down for Manitoba weather. But whether the spring be unusually late or unusually early, wet or dry, whether the snowfall be more than ordinary, or the ground be bare from November to May, or whatever other abnormal features the weather may present, the same rapid growth intervenes to counteract unfavorable conditions and to bring the crops to maturity at the proper season. This year, so excessive was the rainfall during seeding, many farmers sowed wheat when the ground was so sticky that the seeder worked only with the greatest difficulty. The land was in the worst possible condition for seeding, yet to-day the grain stands as well as though sown under the most favorable conditions.

## Our Western Letter

Halfbreed Land Scrip—Prof. Grisdale Returns—Remarkable Growth of Crops—New Elevators at Fort William.

Winnipeg, June 9, 1902.

The closing scenes of the drama of "the transfer" are now being enacted at Winnipeg. The rights of the halfbreed inhabitants of the Hudson Bay Territories will, before the close of the present month, be finally extinguished and only then will the transfer of those territories be a completed contract. Some years ago, in the 70's the halfbreeds of Manitoba received their "scrip" entitling each one born in the Province up to 1870 to 160 or 240 acres of land, the heads of families receiving the former, and children the latter. During the past summer a commissioner was sent out to the Northwest Territories to issue "scrip" to each halfbreed born there up to and including 1885, the year of the second halfbreed rebellion. The commission is now sitting at Winnipeg to decide disputed claims and to adjudicate claims which were overlooked in the first distribution as well as those of persons now residing in Manitoba but born in the Territories in 1885 or earlier.

The peculiarity of this arrangement is that it seems to put a premium on rebellion. The rebels of 1870 are entitled to scrip, but those halfbreeds born in Manitoba since that rebellion are not. On the other hand the Territorial halfbreeds born up to 1885, the year of the second rebellion, are entitled to scrip. This discrimination has caused considerable ill feeling among these people in Manitoba and not a little vehement oratory has been wasted in an attempt to secure what they consider their rights to scrip for all their children born up to 1885.

Not one in twenty of the halfbreeds settles on the land to which their scrip entitle them. Their claims are sold long before they are adjudicated, and, the scrip not being transferable, the speculators sometimes experience considerable difficulty in securing the lands. The allottee must locate the land and then transfer it to the party to

whom he sells his scrip. Moreover, not more than fifteen per cent of the claims are allowed, and as the allottees will not sell for less than \$650, the way of the land grabber is beset with difficulty, which the earlier issues of scrip were made much of it was sold for a few dollars. Land was cheaper then than now and whiskey was scarcer. Consequently that medium of exchange figured largely in the sale of scrip.

Claimants from all parts of the country are in Winnipeg for the purpose of presenting their cases to the commission. From Norway House and Oxford House in the Hudson's Bay Territory they have come hundreds of miles to secure their scrip, bringing family Bibles and all manner of documentary evidence. The claims now presented are mostly those of Scotch halfbreeds, old servants of the Hudson's Bay Company and their descendants.

When the former issue of scrip was made the buyer did not have to go far to secure his land, and in evidence of this, it may be noted that almost all the land within twenty miles of Winnipeg is divided into farms of 240 acres, showing that they were originally halfbreed allotments. Now the buyer of scrip must go into Assiniboia or even farther west to secure his land.

Prof. Grisdale of the Central Experimental Farm passed through Winnipeg to-day on his return to the Capital. The Professor has carried back with him a more than usually enthusiastic opinion of the possibilities of this land of promise and rightly so. The cattleman who could travel for hundreds of miles across prairies covered with native grass almost knee deep, without becoming enthusiastic must be a cold blooded individual. When we recollect that little more than a month ago the prairie was brown and bare of even the faintest tint of green, and contrast its present luxuriance we can only marvel at

The outcome of the fight for the Canada Atlantic Railway has become a matter of national concern. Whether the C.P.R., MacKenzie and Mann, or an American syndicate secure control is practically immaterial, as in either case the effect on the country will be much the same. But the reported effort of the Minister of Railways to absorb the line into the Intercolonial system meets with general approval in the West. We are interested in Canada's national railway and believe that it can be made a potent factor in the development of the country, especially those portions of it which can ship their merchandise by combined lake and rail route. With the intercolonial competing with the C. P.R. and G.T.C. on grain freights in the east, and the Canadian Northern, under Government control, keeping rates down in the west, transportation to and from ocean ports will rapidly cheapen. Hon. Mr. Blair may be assured of the support of Western Canada in any effort he may make in the direction noted.

The new elevator to be built in Port Arthur for the C.N.R. will be entirely for storage purposes and will have a capacity of 1,700,000 bushels, thus giving the C.N.R. a storage capacity of 3,000,000 bushels at this terminus. The new house will be built of tile and steel on a pile and cement foundation, and will be fireproof. It will consist of sixty-four tanks each twenty-one feet in diameter and seventy feet high. It is to be an annex to the present elevator and will be operated by the same machinery. Four conveying belts will transfer the wheat from the present elevator to the tanks. These conveyors will have a capacity of 50,000 bushels of grain an hour and the same amount can be taken out, enabling that quantity to be received or shipped per hour.