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DUNCAN MARSHALL,
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TO GET OUT THE CROPS.

Next to settlers the west needs increased railway facilities—more railways and better service on them. "Bumper crops" are ordinarily of comparatively little value if they cannot be got to market. We had a "bumper crop" last year, but it was estimated that one half of it was still in the hands of the farmers when spring opened, and that for the simple reason that the railways could not haul it out of the country. It was only the circumstance of a shortage of wheat elsewhere and the consequent sharp advance in spring prices that turned an impending disaster into an unexpected benefit to the farmer.

At present England is our best customer; we have well founded hopes of a rapidly developing market in the Orient, and there are many who prophesy that before many years the United States must import Canadian wheat in large quantities. Whether destined for Liverpool, Yokohama or Minneapolis, the wheat can be got by railways and by railroads alone. The past winter more even than any preceding winter has shown that under severe climatic conditions the existing railways with their existing equipment, cannot handle more than one-half the present crop. What would be the condition with double the crop but only the same railway facilities? And it will not be many years before the crop doubles the total of 1906.

It is perhaps inevitable in the rapid development of a fertile agricultural country that anomalous conditions should arise—either that transportation facilities should develop more rapidly than the business for them to handle or that the production of the country should multiply faster than transportation facilities can be provided. Western Canada has experienced both conditions. For a decade we had more railways than we could provide business for; at the present time we have more business than the increased railway facilities can handle satisfactorily. To harmonize these conditions of development—to keep the railway facilities developing rapidly enough to handle the rapidly increasing business, without prematurely multiplying the lines and thus laying a needless burden on the country—this is one of the great problems of the west which Canada is now trying to solve.

Whatever may be the developments of our commercial future the bulk of our crop now goes to Britain and the opening up of new channels to the Atlantic seaboard is the duty of primary importance. This duty the Dominion government has undertaken with business-like enterprise. We now have two lines of the Canadian Pacific railway to Eastern Canada and the sea. A second National Transcontinental, traversing the Dominion from the Pacific to the Atlantic, is being rushed to completion as rapidly as possible funds and constructive ability can push the enterprise. The Canadian Northern railway now operates its line from Edmonton to the head of the Great Lakes and is understood to be contemplating an extension from Fort William eastward through Northern Ontario to connect with its Ontario system and thus provide a third all-year-round outlet to the Atlantic. To those enterprises now completed and in course of completion is to be added a fourth—the railway to Hudson Bay, a portion of which has already been constructed and the completion of which is now occupying the attention of the Government with every prospect of opening into a definite proposition at a very early date.

On the other hand the condition of the roads now in existence has been taken up by the Railway Commission and the companies, with every promise of greatly increasing their traffic-handling ability before the present season's crop is ready for market. Locomotive works and car shops are now working night and day to fill the orders for new rolling stock for the western lines; track improvement is being carried on even at the expense of delay in construction of branch lines, that more trains may

be run and on faster time; and experts from the Railway Department are in the west making exhaustive examination of conditions generally with a view to suggesting how the handling capacity of the present roads may be increased.

These are the means now in hand for supplying the west with adequate shipping facilities, by the construction of new railway "outlets" and the betterment of those existing. In the outworking of this policy lies the hope and assurance that the farmers of the west will have the best of means for getting their crops to market.

OLDS VS. THE C. P. R.

Something very much like a small sized battle took place in Olds on Monday last and for the time being climaxed the dispute between the people of that town and the C. P. R. R. Twice previously the C. P. R. R. has closed up a street crossing in order to lay a switch and twice the obstruction has been rooted out. On Monday the switch was laid under protection of the mounted police, and under circumstances generally that were decidedly strenuous.

It is claimed that the people of Olds have been always ready to refer the matter to the Railway Commission, and to abide by the decision of that body absolutely, but that the C. P. R. R. has simply tried to bully them, right or wrong, without referring to the Commission. The occurrence of Monday substantiates this claim. The railway officials are not reported as having produced any authority from the Commission or any one else for closing the crossing, but to have simply brought along a large gang of navvies and laid the track under protection of the police. On the other hand, while the Olds people registered their kick in quite unmistakable manner they observed the law when called upon to do so by the police officer, and once the switch had been laid refrained from interfering with it, or damaging the railway property. The case will now doubtless go to the Railway Commission for decision.

Of one thing the people of Olds had had no faith in the legal standing of their case they would have offered no objection to referring the question to the Commission before. That they preferred to use might is pretty good evidence that they had little hope of establishing their legal right.

THE HALF-SECTION FARM.

In Western Canada, as elsewhere the large farm is preferable to the small farm from the standpoint of the settler, and providing it be as well cultivated, from the standpoint of the country itself as well. If farming is a profitable occupation on a small scale, it should be still more profitable when conducted on a larger scale. And the increased profit from a large farm should more than equal the proportion between the area of the large and small farm. The farmer should make more from a half-section farm than two neighbors, each with a quarter section farm. This for the well understood reason that a large enterprise can be operated more economically than two smaller ones doing the same work and having the same output. On the large farm as compared to the small one there is economy in management, in labor and in machinery, an economy in itself sufficient to make the difference between loss and gain.

Another advantage of the large farm is that it enables the farmer to make provision for the future—a condition of no small consequence in the country at large. Ontario and the eastern provinces generally, have been and are suffering a heavy drainage of rural population to Western Canada. The attractions of a new country are in part accountable for this, but there is another reason as well. Thousands of farmers' sons, raised on the farm and trained to farm, come west for the excellent reason that they could not remain in the eastern provinces and continue to be farmers. They have not farms and could not buy them at the high land prices prevailing. Reared on a hundred acre homestead, what else can a family of half dozen sturdy young farmers do than migrate to a country where land is cheaper? To divide the homestead is clearly impossible, and to buy farms for all is equally impossible. They simply must seek another country or give up the occupation to which they have been trained, and for which they are most excellently adapted.

This is the inevitable lot of the "second generation" in a country originally divided into small farms—a lot certainly not to be desired by the individual and surely not in the highest degree profitable to the country at large. Ontario's best asset is her young men, and this asset she is losing to the west largely for the simple reason that they cannot remain at home. Would it not have been better in the long run for Ontario and the other eastern provinces if the "homesteads" had been large enough to sub-divide among the present generation? The large farm cannot, of course, postpone for ever the day when the farmers shall be more numerous than the farms, but it may postpone that unpleasant emergency to the third or fourth, instead of the second generation. If this condition of affairs in the agricultural districts of Eastern Canada is to be postponed in Western Canada, the time to postpone it is now, and the way to accomplish this is by enabling the pioneers to secure farms large enough to subdivide among the children of "the boys."

Heretofore the Western settler has been able to secure a half section farm by homesteading and purchasing a quarter section of railway land. But the supply of such land is limited in certain districts, and the prices are steadily rising. If the half section farm is to be made possible to the future settler, some other land must be made available to the homesteader for his second quarter. This is the purpose of the pre-emption privilege of the new Dominion Lands Act to be re-introduced at next session of Parliament. This privilege enables the homesteader to secure a second quarter for a minimum price, provided he cultivates it. To the settler this means a half-section farm instead of a quarter-section; to the country it means a population of prosperous farmers who have the opportunity of continuing their prosperity to their children's children.

THE MAN WE WANT.

The really important thing in Western Canada is not the price of city real estate, nor the establishment of industries and commercial enterprises, worthy and desirable as these may be; the essential thing is that capable, willing and desirable settlers be placed upon our vacant land. It may be a common-place to say that the present and the future of the west depends on the cultivation of the soil; but amid the detracting and distracting incidents of a rapidly developing country it is the common-place that is forgotten, and it is the common-place that any country can least afford to forget. If disaster should wipe out in a day every city, town and village on the prairies, but should leave the fertility of our soil unimpaired, and the faith of our people in that fertility unshaken, it would be a question only of hours until the builders were busy on the beginnings of larger and more beautiful cities. Financial and commercial depression might cripple our industries and paralyze our commerce, but the damage however severe could be only temporary while our farms continue to produce bumper crops of the grain the world needs. But had nature denied fertility to our soil the prairies would have been the Sahara of America, with neither cities, industries nor commerce. A clear recognition of this absolute dependence on the production of the soil is the viewpoint from which alone the condition of the West can be judged, its problems solved and its possibilities gauged.

This idea of the supremacy of agriculture is the underlying motive of the immigration policy which is bringing settlers by thousands to occupy our vacant lands. Whatever and wherever the West needs, we need the farmer most. Consequently it is to the farmer and to the man best adapted by character and experience to become a farmer that the immigration effort of Canada is directed. "Land without people is a wilderness," declared Mr. James Hill in Winnipeg a year ago, and the recollection of his hearers prompted them to applaud the happy phrasing of the well-understood truth. No words could better depict the condition of the Canadian West, even for a decade after the completion of the Canadian Pacific Railway. Without population the fertile soil and favorable climate could not redeem the West from the stigma of being a "wilderness." Such it was when the present Government came into power eleven years ago. While in the eastern provinces men tramped the streets seeking work, this great land lay unutilized and unproductive, of little value to

Canada and the world. The truth of the aphorism was recognized in the inauguration of the active immigration policy ten years ago, and the results have amply attested that the converse is also true and that the right kind of people on the right kind of land produce exactly the opposite of the "wilderness." If today there are opportunities in Western Canada for men of all walks in life the opportunity has been created by the advent of the farmer, and in inducing the farmer to come, we have been opening the door also to the merchant, the professional-man and the artisan. In the measure of his own opportunity the business-man, the professional-man and the artisan of the West has a concrete illustration of the splendid results of the work of the immigration department.

It is of first consequence to Western Canada and to every man in Western Canada that the immigration work be kept up vigorously; and it should be also a cause for unanimous gratification that the prospects are that that work will be even more abundantly successful in the future than in the past. Ten years ago our immigration agents were appealing to ears that were by no means willing to hear. The streams of immigration were flowing to other lands and it was our Herculean task to divert them into new channels and to a country of which little was known and that little usually decidedly unfavorable. Much of the money and effort of our officials in the interim has been spent in breaking down prejudice, in persuading the doubtful, in popularizing a country that was decidedly unpopular. Persistence wins in immigration work as elsewhere and the eyes of those in other lands who contemplate a change now turn as eagerly to our shores as they formerly turned elsewhere. They are coming by the scores of thousands, and every year in scores of thousands more. A migration like a stream, once started, is not easily diverted, but tends to maintain its channel and increase in volume. The rush to Canada has now become a settled movement among the people of the earth; and it has every promise of a permanent and rapidly growing movement. We are getting the right kind of settlers, and many of them; but we have room for many more.

ON THE SIDE.

Ontario doctors want a higher rate of pay. Presumably their patients want a lower rate of mortality.

Winnipeg is to have a large distillery. Judging from the police court returns the location should be strategic.

An exchange declares that "blue books are written with intelligence." Maybe, but the chances are in favor of the Smith-Premier.

No need of a municipal gas well while His Worship is in trim. This quality is not up to much for illuminating purposes, but the supply appears ample.

A Black Hand letter has been sent to the Mayor of Toronto. It bore the words: "Your life is in danger." He must have said something about the gas franchise, too.

"The Challenge of the Mountains" is the title of a new booklet issued by the C. P. R. From which we are left to infer that even the impetuous hills are catching the baseball fever.

Lethbridge News: "In two months' time all the range cattle of Southern Alberta will be collected in the vicinity of Lethbridge." Lethbridge should be gratified that range cattle wear no bells.

Montreal Star: "The barbers' union reports prosperous conditions in the 'business, and all the members at work." In other words Montrealers are having their annual clean-up.

The Toronto World astutely surmises that the Irish Council bill was intended to be an apple of discord "in the ranks of the Nationalist party"—a kind of W. F. Maclean measure, as it were.

Toronto News: "All over the country the people should organize against level crossings." The people of Olds appear to have organized to preserve a level crossing.

The Montreal Star says: "Such seasons as this show how exceedingly little we really know about weather

conditions." Yes, and they reveal a whole lot of "conditions" that we would just as soon know exceedingly little about.

It is announced that the "Filipino" "want no Bureau." They are understood to have a traditional disregard for furniture of all kinds. An "adequate" tariff on "wood-manufactured" ought to secure their undisturbed enjoyment of unfurnished lodgings.

Dr. Chalmers, the medical officer of Glasgow, has completed an elaborate investigation of the recent high rate of mortality, and, as a result, declares emphatically that there is "death in kissing." Perhaps—in Glasgow. The youth of that city should beware. But the Scots were ever ready to brave death in a good cause.

"At a Socialist meeting in Toronto to Junction several Italian Socialists played La Marseillaise on mandolins. Corn beef and cabbage may be eaten with a jeweled fork," but there is an apparent incongruity," says the Toronto News. Yes, just in case—the passing of the gas franchise is no excuse for raising the rent.

Kuroki should visit Edmonton. He could not fail to note the similarity between our streets and the trenches at Liao Yang.

Professor Wiggins says: "In time oranges will grow in Canada and 'golden orchards' will hold up their 'golden fruit before the mirror of Hudson's Bay.' Wiggins ought to do well in real estate.

The Montreal council has determined to put an end to rough sports and has authorized the chief of police to put a stop to games when he considers it "advisable." Possible would be a better word.

The Grain Exchange delegates promptly withdrew from the Winnipeg conference when the farmers began to talk of amendments to their charter. The days have not yet come when the lion and the lamb consort in amity.

The police seized an illicit still operated by a Jap near New Westminster. After they found it their puzzle was to tell how he made the whiskey and they are wondering why. The secrecy of the Jap is not confined to military operations.

A Manitoba woman wants to prosecute the C. N. R. company for operating their trains on Sunday. Two brief months ago a lot of people wanted to prosecute the same company for not operating their trains Sunday or Monday.

Winnipeg Telegram: "Organized and rational humanity should assert itself, that noise making materiel, which are always dangerous, and sometimes murderous, should be prohibited by law." The Telegram is severe on itself.

A despatch from China says that six hundred rebels were killed in a day's altercation with the soldiery and then coolly announces that "The rebels are well organized and well fed but poorly armed, so the local troops refuse to attack them." The rebels ought to appreciate the consideration of the soldiery. But six hundred per days looks like pretty fair killing for troops that refuse to attack.

Calgary Albertan: "The time may come when Calgary and Edmonton will join hand in hand and work together, but that time is far, far away, and to be candid the rivalry is becoming keener and less honorable year after year, incidents of the last two years making it much more bitter and objectionable." What is the Albertan talking about anyway? Candidly, Calgary, its merits or demerits, are rarely mentioned in our streets. We take a charitable interest in our neighbor's doings, of course, and occasionally find entertainment in her antics, but at present we are too busy to devote much attention to the business of other people.

"Sunny Alberta" is redeeming her reputation.

It is comforting to know that Californians endorse the architectural designs of the universe. A paper of that city declares that "nearly all favor the gravity idea."

J. R. BRENTON IS IN WINNIPEG

In Interview He Predicts Coal Shortage This Coming Winter.

Winnipeg, June 7.—The man who discovered coal at Edmonton and is now successfully developing his discovery is J. R. Brenton, who is in Winnipeg at present, staying at the Imperial hotel. Mr. Brenton has an interesting story to tell of the strenuous life, in which he has played many parts, as an explorer, farmer, miner, engineer, and defender of his country. No one seeing his sturdy figure and expressive countenance can doubt that he played a man's part all through.

"I can place coal on the car in Edmonton," said Mr. Brenton, "at \$2.50 per ton when I have brought this mine a little nearer to perfection. It costs \$4.10 to bring it here, so that it will cost \$6.60 in Winnipeg. My coal compares with Galt coal, and is very much superior to Souris coal for steam purposes."

"I have made my home at Edmonton," said Mr. Brenton, "since 1891. I farmed for a few years, then sold the farm and went to work for the Electric Light company in Edmonton, and got my papers as an engineer. Finally I decided to go into the coal business. I spent nearly a whole summer prospecting for coal, and was successful in striking a valuable seam of high grade lignite coal which runs under the river at Edmonton. By 'We hope that we will be able to ship quite a quantity of coal in through the prairie country this coming winter.' At present there are 50 men working at the mine and 25 teams hauling out the coal. It is situated a mile and three quarters east of the city of Edmonton, and it is within the city limit. We shall have 100 men working, we expect, before next winter."

Coal Along the Wapiti. This is not the only deposit of coal that Mr. Brenton knows of. He has travelled extensively in the northwest, and in one of his expeditions investigated the coal beds on the Wapiti river. "There are great beds of coal on the Wapiti river," he says. "The Wapiti runs south of Grand Prairie from the mountains into the Big Smoky. The coal, which is a high grade lignite, shows a depth of forty feet at the Smoky. There are also large seams of coal on the upper north Saskatchewan above Edmonton, showing an area of coal of about 75 miles by nearly 300 miles, and nearly 25 feet in thickness. The central Alberta coal fields are destined some day to be a great producing area on account of the cheapness of production; that is, the bringing it to the surface. It is not deep and will be easily mined. The Crow Nest collieries are more expensive in operation, and Edmonton for steam producing purposes is within 52 per cent. of the Crow Nest coal."

Cannot Come With Demand. "Looking at the amount of coal that is being produced in the country, and the increased demand for it, I predict a great demand for coal next winter, if not more. I maintain that with the number of miners at work and the poor facilities that exist for the distribution of coal, it will be impossible to cope with the demand much better than last winter, unless people take time by the forelock and secure their coal in August and September. They may depend upon it that a scarcity is coming."

Mr. Brenton had something to say about the country around Edmonton and about the present crop prospects. "I have never seen a failure of a crop in the Edmonton district in the last 25 years. This last winter is the severest I ever saw at Edmonton. Olds are generally mild, with no greater length of cold weather than two weeks at a time. In the last 25 years there have been only three winters in which there has been sleighing in the months of November and March. Sleighing as a general rule starts about the first of January and winds off in February. Farmers can usually get their seed in in April. When I was farming I had my oats all in on the 11th of April for four successive years."

A Bad Season Was 1886. "There was one year, 1886, the year of the rebellion, when there came a June frost. There was a strong north-west wind for a few days, and then the temperature fell sharply on the 18th. The crops were blackened and everybody was discouraged. I want to tell you of one field: On July 1, standing at the end of the field you could trace the harrow tracks, the growth was so light. It was harvested in the latter part of September, and twelve acres of land took 55 pounds of binder twine, and the yield was 113 bushels to the acre. Part of these oats were so plump that the machine hulled a great quantity, although part of the hulling may have been due to its being a new machine. They weighed nearly 40 pounds to the bushel.

"This year being late, I expect a beautiful fall, and the weather having been cold and no particular growth in the ground, earlier sown grain would have had no advantage over grain sown as late as June 10. There is no reason why the crop should not be harvested in the latter part of August or the beginning of September in good condition."

Speaking of the cold winters in the west and the objection raised by some people that we cannot raise the larger fruits, Mr. Brenton pointed out that the objection might be raised to Michigan that they cannot grow coconuts. If we cannot grow fruits we can grow better wheat than most countries, and we can exchange it for the fruits of all the world.

One of the districts that greatly attracted him during one of his many exploring and surveying trips was the Leasure Valley, about 200 miles long and 10 to 15 miles wide. "It has, I believe," said he, "one of the finest and soils in North America. It was at Fort Leasure on September 15, 1891. There had not been a sign of frost then and wheat and barley was all nicely harvested in August that year. I have never seen a better

quality of grain since. It was plump and remarkably clean and bright. There is a great deal of timber in the Leasure valley—great timber; poplar trees as large as four feet through, and any amount of spruce two or three inches through. The valley is capable of giving sustenance to at least a million of people in years to come."

The object of Mr. Brenton in coming to Winnipeg is to undergo an operation on appendicitis, after which he means to go to Toronto for a visit with his wife and family.

CROP CONDITIONS IN SASKATCHEWAN

Larger Acreage Than Last Year And Weather Conditions are Favorable for Big Crop.

Stoughton, Sask., June 7.—J. H. H. Haslam arrived here this morning after a drive of one hundred and fifty miles from the main line at Belle Plaine to Halbrite on the Soo line and across country to this point. He reports, after a careful investigation, that there is a larger acreage in wheat than last year, and that the grain is progressing very favorably. Oats and flax are still being sown in almost all the best wheat districts on the continent. Weather conditions could not be better, and with warm weather and an occasional shower the June conditions will be as good as any for the last five years. The farmers are in good spirits and expect a bumper crop. Farmers who are done seeding are busy breaking, and the high price of wheat is expected to bring in a large number of American land seekers and settlers this season.

COST TO MUCH TO PRODUCE COAL

Reason Given by Manager For Closing of Breckenridge Mine Before Commission.

Frank, Alberta, June 7.—The Breckenridge and Lundbreck mines has been closed since April 17th and will not be opened again for some time. The excessive cost of producing the coal was given as the reason for the condition by Arthur Wilson, manager of the mine, who is proceeding before the Coal Commission today. He understands the company is making an effort to increase its capacity. Development work is proceeding and the mine is being kept in good condition. This was Lundbreck's day before the commission. The commission completed taking evidence here today and will sit at Coleman on Monday. Mine Inspector Heathcote will be one of the witnesses.

The Fort Saskatchewan telephone line, formerly owned by the C. N. R., is now being replaced by the government line. A number of new phones, both residential and business, are being installed.

AN ARTESIAN SULPHUR WELL

Has Been Struck in the St. Albert Hotel. A Good Flow.

Mr. M. Bertrand of the St. Albert hotel, St. Albert, has completed alterations to his house, and refurbished it throughout. A large well is running, and has been provided for and a large dining room with maple flooring capable of seating 50 guests. The hotel consists of 30 bedrooms and 10 separate parlors with every equipment possible in a country town.

Mr. Bertrand has been successful in sinking an artesian well in his cellar which flows continuously at the rate of two and a half gallons per minute. The well is 175 feet deep. The water has a distinct mineral taste of Sulphur and iron, and is clear and palatable.

Congregationalists Convene. Hamilton, June 5.—The annual convention of the Congregational Union of Canada opened here this morning with about 100 delegates in attendance. Rev. J. Gunn, Toronto, president of the union, was in the chair, and conducted the opening exercises. The business of this morning's session was largely of a preliminary nature. Rev. John James, M.A., Lewisham, London, England, was present as fraternal delegate from the union of England and Wales, and delivered a short address. The convention will last for six days.

Another Chinese Outbreak. Hong Kong, June 5.—A serious outbreak of rebellion is reported to have occurred at Wetchou, about 30 miles south of Takhoi, formerly the refuge of the pirates in the gut of Tong Sing. A mob of rebels is attacking the city, and troops have been applied for from Canton. The rising at Lien Chow is dying out owing to the energetic action of the local authorities.

Sixty Injured in Wreck. Nashville, Tenn., June 5.—The Southern Railway train leaving at 10:30 o'clock this morning was wrecked three miles beyond Lebanon, Tenn. Nobody was killed, but sixty persons were injured, six seriously. The injured will be brought here.

HARRY ORCHARD STEUBEN

The Diabolical Plot by V Made Victim of Inf Associates In

Boise, Idaho, June 6.—A chard crowned to-day when his name again was in the news. He made a detailed confession murder of former Governor Steunenberg by an internal that directly incriminated his own conviction and execution mortal office. He swore to satisfaction of Steunenberg suggested by Hayward, M. by Hayward, Moyer, Pett and was executed by him the failure of an attempt Jack Simpkins participated killed the total of his own murder to eighteen, detail circumstances under which murder executed Governor Steunenberg, Judge Goddard, Judge Gabbert Sherman Bell, Dave Mc Frank, Heaton. Incidentally, it was suggested by Hayward, M. by Hayward, Moyer, Pett and was executed by him the failure of an attempt Jack Simpkins participated killed the total of his own murder to eighteen, detail circumstances under which murder executed Governor Steunenberg, Judge Goddard, Judge Gabbert Sherman Bell, Dave Mc Frank, Heaton. 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