

in the shape of power in the meantime, but no suitable outfit for such a purpose has yet been put upon the market at a price within easy reach of the farmer. In fact, the matter has not yet been put before the manufacturers of farm machinery as something which would receive extensive patronage. There is already quite a number of small threshing machines on the market, but not one is found suitable to Western conditions of threshing. Something entirely new is required, which would combine simplicity, facility and quickness in stopping and starting, and easy portability.

Visitors to this country are always struck with admiration of the expedition with which our harvesting and threshing is executed, and they conclude that nothing more could be desired; but the Western farmer is far from satisfied with present conditions, and the threshing problem is on a par with the transportation, in that each farmer wants things arranged so that he can thresh when he finds it convenient, without dependence on any conditions outside the business of his own farm.

#### North America's Most Northerly Show.

Far north on the banks of the mighty Saskatchewan, as it wends its way from the tall Rockies to the sea, stands the prosperous little town of Fort Saskatchewan. Situated in the midst of an ideal agricultural district, inhabited by a people who have come in full of ambition to rear comfortable homes, and possessed of those high ideals of good citizenship that build up countries, it has many things to be proud of, but perhaps nothing is more worthy of commendation at present than the exhibition annually held under the direction of the agricultural society.

It was in 1893 that this organization came into existence, with Mr. J. Porte as president and Mr. Fraser Timms as manager. The following spring, 1894, the most northerly show of live stock on the continent was held, and in October of the same year the regular show took place. Since then the society has, with one exception, held an annual show, and to this show belongs the distinction of being higher up on the map than any other exhibition between the Atlantic and Pacific where agricultural and other products have been displayed for inspection.

These shows have been held usually in the fall months, and have grown in importance each year, particularly in the matter of the exhibit of pure-bred stock. Last year the show was held on the 13th and 14th of August, and was a great success. The judges of live stock were, for the first time, supplied by the N.-W. T. Government. They came from outside points, and their appointment and its results gave the greatest satisfaction, the judges being disinterested and well qualified. At present the society is in a flourishing condition. It owns about 20 acres of land, all fenced, with a half-mile race track, a grand stand, and hall. The property is valued at \$3,000, and the society is clear of debt. There are about 120 members, and each and all of them take an active interest in the annual show. The president of the society for this year is Mr. Chas. E. Hughes, who is one of the most influential farmers in the district. He farms 320 acres of land about two miles from the town, and is a native of Renton, Kent Co., N.B. The secretary-treasurer is Mr. B. C. D. Easum, of Fort Saskatchewan. He will always be pleased to furnish any information which may be asked for regarding the district. The show this year will be held on August 17th and 18th, and a large entry is expected.

The soil in this country is rich and fertile, wheat yielding from 35 to 55 bushels per acre. A return of oats of from 70 to 120 bushels per acre is reported. Barley is not much grown, but a fair yield can be produced. Flax does well, and also peas, beans, brome grass, and all kinds of vegetables.

Seeding begins from the 10th to the 20th April, hay-making about the first of August, and harvest from 20th August to 1st September. There is an abundance of hay and water everywhere, and the country is well suited for stock-raising. Horses and cattle may be left out all winter without injury, although it is always advisable to hay-feed milch cows during the winter. A better class of cattle has been introduced, and the breed is steadily improving all over the country.

The little town of Fort Saskatchewan is beautifully situated on the north bank of the Saskatchewan river, twenty miles north of Edmonton. It is the center of a farming district, which is fast becoming known to intending settlers and speculators. Improved farms sell from \$10 to \$40 an acre. Wild land can be bought from \$5 an acre upwards. C.P.R. and H.B.C. lands cost from \$5 to \$7. The country is becoming settled fast, and few homesteads are to be found within ten miles of the town.

Elsewhere in this issue appear announcements of really beautiful and useful premiums which may be obtained by sending new subscribers to the "Farmer's Advocate."

#### Contagious Abortion in Cattle.

The Department of Agriculture for Ireland has of late given considerable attention and study to the question of abortion in cattle, and while they found that surgical and medicinal measures would in some cases prevent the occurrence of abortion, they recommend preventive measures as the most practical for farmers under general conditions. The disease is clearly caused by a germ, and treatment is directed to the destruction or



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prevention of the propagation of those germs. Since germs of all kinds thrive best in filth, darkness and foul air, it is evident that to get rid of them one must provide well-lighted stables with good floors that can be easily cleaned. Frequent whitewashing of the walls is recommended, and periodical disinfecting of floors by spraying with copper sulphate, twenty-one pounds to ten gallons of water. Where the disease is already established, the affected cows should be isolated; the "slipped" calves should be burned or buried deeply; the discharges should be disinfected with copper sulphate; and the cows should be disinfected by injecting some preparation provided by a competent veterinarian; the sheath of the bull should also receive an injection after serving a suspected cow.

Cows that continually come in season may be made to hold by the following treatment: Pass the nozzle of a rubber syringe right into the ring of the calf-bed, which is a small round opening found about eight or ten inches inside the vulva.



B. C. D. EASUM.

Secretary Fort Saskatchewan Agricultural Society.

One hand should first be oiled and passed in with the nozzle, the other being kept free to work the syringe. About a pint of disinfecting fluid is used each time. This should be repeated every day for a week, after that once a week for a month; after this the cow can be left alone until two weeks before going to the bull, when she may have one last injection.

## The New Transcontinental Railway.

GOVERNMENT LINE FROM MONCTON, N. B., TO WINNIPEG.

Announcement is made at Ottawa that the Government has decided upon the bold and progressive policy of constructing a line of railway from Moncton, New Brunswick, through the clay and timber belt of Quebec and Ontario to Winnipeg. The work of construction will be carried on under a Government commission, and the road will be leased to the Grand Trunk Pacific for fifty years, with running rights to other railways. This proposition is by all odds the greatest ever made in Canada since the Canadian Pacific Railway was launched, and will undoubtedly commend itself to the people.

For the first five years the company will pay no rental to the Government. For the second five years they will pay the net surplus of receipts over working expenses. For the remaining forty years they agree to pay three per cent. on the cost of construction.

The Government will guarantee the bonds for the stretch of line which the company themselves are to construct. In the case of the prairie section the guarantee will be 75 per cent. of the actual cost of construction, but is not to exceed \$13,000 a mile. The Government have arbitrarily fixed 500 miles as the length of the mountain section, and for this distance the guarantee will also be 75 per cent. of the actual cost up to a maximum of \$30,000 a mile.

The rates to be charged are to be subject to the control of the Governor-in-Council or the Railway Commission, but on the Government section of the line the rates are not to be cut down to a figure that will prevent the company from paying the annual rental.

In view of the Government constructing the eastern section of the railway, the Grand Trunk Pacific Company have reduced their capital from \$75,000,000 to \$45,000,000. The company, as an evidence of good faith, will deposit \$5,000,000 in the Bank of Montreal in cash or approved securities. As far as possible the materials used in the construction are to be of Canadian manufacture. A majority of the directors must be resident in Canada. Mr. C. M. Hays is to be President of the Company, and Mr. Wainwright, Vice-President. Among the directors will be one of the Rothschilds—probably Lord Rothschild, the head of the great financial house—Lord Welby, Sir Charles Rivers Wilson, and Mr. Arthur Smithers.

An enormous force of men will be put on, and the work begun simultaneously, at fifteen different points between the Atlantic and Pacific. Construction will be under control of a commission appointed by the Government, so far as the Moncton-Winnipeg section is concerned. The most modern appliances will be used, and an effort will be made to complete the line within from three to three and a half years. The Grand Trunk Pacific Company are to equip the line with rolling stock, and they undertake that there will be no deficiencies in that regard.

The company have sixty survey parties out at present, of whom ten are working between Lake Abitibi and Quebec.

Moncton is a city of some 9,000 people, at the head of navigation on the Peticodiac River, an arm of the Bay of Fundy. It has a good harbor, and is on the Intercolonial Railway, about midway between the great harbors of St. John, N.B., and Halifax, N.S. The Intercolonial runs in a south-easterly direction from Quebec City to Moncton, and there branches off to St. John and Halifax. The Government portion of the line is from Moncton to Winnipeg, and from here westward it will be constructed by the Grand Trunk Pacific.