

producer. Though the bulk of the old wheat has left the producers' hands there are some farmers who will profit by the advance. Whether it would be wise to sell at present prices, or to wait for a further rise is hard to say. After several years' low values, \$1 per bushel is a high figure that many would not feel inclined to let pass. The uncertain feeling in regard to the real effect the war will have upon the world's food supply may keep prices up for a time, and may cause values to go higher, but unless it develops into a general European war, the present hostilities will not have the effect upon the wheat markets that many expect.

The crop prospects are generally good and the estimated area sown much larger than usual. No matter how bitter the war is, so long as it is confined to the United States and Spain, the growing and harvesting of this season's crop is not likely to be affected. In Ontario the prospects for fall wheat are on the whole fairly good. In Manitoba, the farmers have been able to get their seeding done much earlier than usual, and in much better shape which, together with the increased acreage sown, means an extra large yield from that quarter. Should the present prices continue long enough for the coming harvest to be marketed, it will mean much to the Canadian farmer. If it were not that we are opposed to the principle of war, we would feel like saying to Uncle Sam and the courageous Don to go ahead and keep up their little quarrel till doomsday so long as it will maintain the price of wheat and give our farmers a chance to get on their feet again.

The Elevator Grievance.

The farmers of Manitoba seem to have a real grievance in connection with the elevator monopoly, though whether the grievance is as great as many of their sympathizers would try to make out is hard to say. The difficulty seems to be in the regulations of the Canadian Pacific Railway regarding the building of elevators, and the fact that the elevator companies have too much control of the shipping and grading of wheat. In the regulation referred to anyone wishing to build an elevator on Canadian Pacific Railway property will be granted permission to do so on condition that it have a capacity of 25,000 bushels and that it must accept grain for storage at that point from every farmer offering it. The railway company, when imposing such regulations, agrees not to accept grain at that point from any flat elevator or from farmers' wagons.

If the spirit of the regulations were complied with there does not appear to be very strong ground for complaint on the part of the agricultural classes. But human nature cannot always be relied upon, and when an opportunity looms up for making capital out of existing conditions there are always those who are ready to take advantage of it. To equip elevators of 25,000 bushel capacity requires some capital, and consequently the elevators of this size are under the control of more or less wealthy corporations. The railway regulation prohibits loading on to the cars from flat warehouses or farmers' wagons and it is claimed that this regulation is taken unfair advantage of by the elevator companies. They know that the farmer cannot get rid of his wheat excepting through their medium, and consequently have it within their power to regulate the price and also the grading of his wheat. This they have undertaken to do on a large scale during the past season.

So long as there was no combination of elevator interests the farmers had no grievance, as competition made it possible for the farmer to obtain the highest price and to have his wheat graded for what it was worth. But during the past year it is claimed—and we must confess that there are strong grounds for the claim—that a combine of the elevator companies existed, and that the representatives of these companies met every day in Winnipeg and agreed as to the price that should be paid for No. 1 hard. The price agreed upon was wired to the various elevator companies, who

accordingly paid that price and no more for wheat that day. Another grievance is that frequently a farmer marketing his wheat receives an offer that tells him his wheat is regarded as only No. 2 hard. He claims it is No. 1 hard and will not take the price offered. As an alternative he is told that it will be handled for him and sent to Port Arthur, and if the official inspector grades it as No. 1 hard he will be paid the difference. This seems all right on the face of it, but the farmer knows that his wheat is dumped into a bin with a number of other wheats graded as No. 2 hard, and therefore there is no possibility of his wheat getting to Port Arthur intact. Thus it is that the farmer is largely at the mercy of the elevator companies and is prevented from getting what is justly his due.

At the present session of the Dominion House of Commons legislation is sought for to remedy this condition of things. One of the remedies asked for is a modification of the Railway Act so that the Canadian Pacific Railway will be compelled to load grain on cars from flat warehouses and farmers' wagons. If this were done it would enable the farmer to sell direct to Eastern millers and make him independent of the combine. It is also contended that, if an inspector were appointed who could be called upon to settle any disputes as to the grading of wheat, the grievance would to a large extent be removed. This is the plan followed in Minnesota, where an elevator grievance existed for many years, and seems to work well.

The farmer is the individual in Manitoba on whom the very existence of the country depends, and if he has a grievance it is the duty of the Government to take steps to remedy it at once. As far as we are able to judge, we certainly think the Manitoba wheat grower has good reason to complain. We have no room for monopolies of any kind in Canada. Our motto should be "live and let live." There is lots of scope for everyone's energies, and the existence of a combine or monopoly in the interests of any class should not be tolerated. We trust that the Manitoba farmer's grievance will be removed, and that everything will be done to enable him to make the very most out of the conditions with which he is surrounded.

The Canadian Horse Show.

The fourth Canadian Horse Show has come and gone. It took place on May 4th, 5th, 6th and 7th, and was in many respects a brilliant success. With it this year was associated a Military Tournament, or we might better say the Horse Show was associated with a Military Tournament, in so many respects did the latter overshadow the former. So much so was this the case that lovers of a good horse were quite free in their complaints that the horse events were in a measure side-tracked to make way for the military and kindred displays.

From an agricultural and a breeder's standpoint this is very much to be regretted. As a purely agricultural journal, having the best interests of the farmer and the breeder at heart, we may be pardoned for looking largely to the practical side of the show, and not to the esthetical. The latter is all well enough in its place and perhaps the show could not be made a financial success without catering to that element in a large measure, but we do not think the management should give way altogether to it. The Government makes a liberal grant every year to assist the show with a view to encouraging the breeding of a better class of horses by the farmers generally. To do this every effort should be made by the management to bring out as large an exhibit of the various breeds of horses as possible. This cannot be done unless the time for holding the show is arranged to suit breeders and farmers and every encouragement given them to exhibit. It may be said that every effort has been made along this line. If so, the power of the management to enforce its efforts in this direction is not as strong as it was a few years ago, when a larger representation of the various breeds of horses was to be seen at the show, and not only was this so in connec-

tion with the hackney and coach horses, but also with the heavy draughts and purely farmers' breeds. We do not wish to criticise the management unjustly in this regard. We are somewhat of the opinion that the blame is to be attached to bringing so many other features into the show which tend to crowd out the purely practical and utility side of it.

One would expect at a spring horse show to see a large attendance of farmers and breeders, but outside of a few who are especially interested the attendance of these classes was woefully small. Last year it was claimed that the show was held at a time when the farmers were busy seeding, and were not able to get away. This was not the case this year. The spring opened up a good deal earlier this year, and farmers were practically through seeding a week or two before the show began. Another thing in favor of the attendance of farmers from a distance was the cheap railway rates. The rate war has made it possible to reach Toronto on all competing lines at merely nominal rates that impose no great hardship on anyone, and if farmers and breeders were desirous of attending the show they would certainly have taken advantage of the very cheap rates. But they did not attend, and from a practical agricultural point of view the Horse Show of 1898 cannot be considered a great success. Then the breeders themselves, especially in the Hackneys and heavy horse classes, did not appear to evince any great interest in the show. It was a notable fact that in these classes there were very few new horses shown; most of the animals shown were visitors last year. In respect to the stallion classes there is a good reason for this paucity of new animals. All stallions are busy on the road, and their owners do not care to call them in to make a display at a show where not much opportunity is afforded for doing business with the farmers and breeders. The smallness of the exhibits in the other classes must be accounted for in some other way.

However, in connection with such matters it is very easy to criticise, but not so easy to suggest remedies. One arrangement of the management—and we believe the secretary, Mr. Henry Wade, deserves credit for the suggestion, which if it had been properly carried out would have been the means of bringing a larger attendance of farmers and more exhibits of horses—was that of having a special day set apart for the farmers and breeders, and for the features of the show that would be specially interesting to them. If it had been known a month ago that the first day of the show was to be a special farmers' day at which the various classes of horses in which they are especially interested would be shown, we believe there would have been a fair attendance from the country. We would advise the management to make a special effort along this line next year, and if need be devote more than one day for the farmers' special benefit. It might be advisable also on these days to lower the price of seats a little and put them down to a rate that would be more in keeping with the farmer's pocket. Though many farmers may be able to pay seventy five cents and one dollar for a seat at a horse show, as a class they have not been accustomed to pay such prices, and will not do so for even a greater event than the Canadian Horse Show.

Manitoba's Progress.

We had the pleasure of a visit last week from Mr. James Stirton, of Morden, Manitoba. Mr. Stirton may be said to be one of the pioneers of that country, having been a resident since 1869. He has great faith in the future of Western Canada and is particularly pleased with the prospects for the coming season. Seeding was finished this year fully three weeks earlier than usual. This is a big advantage in a country so liable to summer frosts as Manitoba is. At Morden the wheat is already above ground and conditions are very favorable for a big crop. Mr. Stirton estimates that the increase in the acreage of wheat sown as compared with last year is from thirty to thirty-