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A Reported New Move by the C. P. R.

Montreal, Sept. 18th—(Special).—The Canadian Pacific Railway Company have just initiated a new policy with the object of improving the general condition of the live stock in the Northwest by the purchase of one carload of Shorthorn bulls and two cars of Berkshire and Yorkshire boars, including prizewinners at the recent Toronto Industrial Exhibition, for free distribution among Western farmers. It is understood that this is merely the beginning of a plan that is to be carried out upon a very large scale. A policy somewhat similar to this was once inaugurated on a limited scale along the Great Northern Railway by Hill, the railway magnate and colonizer of the Northwestern States. His idea was, that by the general use of good males of the beef breeds the number and quality of the cattle of the country through which his railways ran could be vastly increased, thus giving the roads a greater and better carrying trade out of the country. It was deemed a good investment to carry in the bulls and distribute them gratis under certain arrangements as to service fees, etc., with the parties keeping them. The C. P. R. people aim also at promoting the Northwest swine industry as well as the cattle trade. Doubtless all available surplus bulls and breeding hogs produced by Manitoba and Northwest breeders will be secured by the C. P. R. in order to supply the growing needs of the Western country, which is filling up with great numbers of new settlers. But these would be only a "drop in the bucket"; hence the necessity for drawing upon Eastern herds.

A Western Visitor at the Toronto Industrial.

The Toronto Industrial is unquestionably the greatest annual fair on the American continent, if not in the world. The grounds are nicely situated on the lake shore, at the south-western limit of the beautiful city of Toronto, with its 220,000 of a population. To one accustomed to the "wideness" of our Winnipeg Industrial and other Western fair grounds, the Toronto grounds seem cramped and overcrowded with buildings, while, of course, the immense crowds of people that day after day throng every portion of the grounds and buildings put breathing space at a premium. From all parts of the city the grounds are conveniently reached by a most excellent electric street-car service. The entrance fee is only a quarter of a dollar, unlike most of the large American exhibitions, which charge fifty cents. The facilities for handling big crowds of people are very complete both at the entrance gates and at the immense double-deck grand stand. The driveways leading to all parts of the grounds are well kept and free from dust, and everywhere bordered with trees—beautiful maples, chestnuts, elms, etc. Stretching from the main building to the lake shore is a wide lawn of thick, rich sod, dotted here and there with beds of brilliant flowers, which adds much to the beauty of this part of the grounds.

Ontario is, in addition to her agriculture and live stock, a great manufacturing province, and in the machinery and implement department a wonderful display is made, the provisions for the exhibition of most lines being adequate. In addition to the big firms, whose names are familiar to every Western farmer, there are many others whose energies are devoted to the local trade of their own Province, all of whom make most creditable displays. In a careful survey of the agricultural implements

there did not appear to be anything particularly new of interest to Western agriculture. Considerable interest centered in the horseless vehicles, made in many styles and driven by electricity or gasoline. This evidently is the coming fad for the wealthy.

The stock barns at Toronto are large and roomy, and well calculated to facilitate the inspection of live stock by visitors; but, after all, viewing the stock in their stalls is far from satisfactory to those seeking anything like detail information or critical inspection of individuals. The judging arena while the judging is in progress is the only place where the respective merits of competing stock can be seen, and in this respect we think great improvements could yet be made. The great live-stock amphitheatre at the Chicago World's Fair is an ideal worthy of imitation. The arena is large enough for several classes of horses and cattle to be judged at one time, every animal wearing its catalogue number, so that identification is easy, and the catalogues furnishing full and accurate information available at a small price; with ample seating accommodation provided for spectators. Until some such arrangement, and a similar one for sheep and swine, is provided, the exhibition will not have attained its best as an educational factor. The live stock exhibit was, on the whole, one of the largest and best ever brought out. In horses there was nothing of a very sensational nature, but the number of high-actioned carriage horses was a very attractive and noticeable feature to Western visitors. The heavy horses seemed to run more to quality than to weight. The cattle barns were fairly well filled, the dairy breeds being strongly represented, and in the beef breeds, the Herefords, Polled Angus, and Galloways show marked improvement in quality and fit within the past few years, but the Shorthorn undoubtedly holds the premier place among the breeds, both numerically and in general excellence. In this class the Winnipeg sweepstakes bull was an easy winner of a similar victory, his wonderful thickness of flesh and freshness and smoothness of form being unapproached. In the female classes, too, Manitoba contributed some winners, of size, quality and finish equal to the best. In sheep, of course, Toronto's show is wonderful, and Western sheep breeders have a lot of slack to take in before they can get even within sight. One noticeable feature of the swine exhibit was the large number of entries of Yorkshires and Tamworths, and the rapidity with which other breeds are conforming to the general characteristics of the bacon hog, in length and depth of side. The poultry department is always popular and largely patronized.

The dairy exhibit at the Industrial, as at present located and arranged, cannot be of much interest except to competitors, the number of whom keeps up well, with a steady improvement in quality. A new departure, the buttermaking competition, was a splendid feature, and elicited much interest, but if carried on in a properly-arranged building, for say two days instead of four, and well advertised, would attract thousands instead of hundreds of spectators.

To the resident of Western Canada, perhaps, the one department to arouse feelings of envy is the horticultural, and to see this fine large building, with the long rows of tables loaded with magnificent samples from the orchards and vineyards of Ontario, does make one's teeth water, and sets one wondering when such fruit will be grown in Manitoba. The Manitoba Government and C. P. R. exhibits remind one of home, and the big tank of No. 1 hard red Fyfe wheat (the 25 bushel lot, grown by Mr. Harvey Coates, of Pomeroy, near Carman, winning first at the Winnipeg Industrial), occupying the center of the building, no doubt makes even the Ontario fruit-grower dream of the comparative ease with which he could gather wealth from the fertile lands of the Northwest.

The New Grain Regulations.

In order that the producers may familiarize themselves with the provisions of the Act passed at the recent session of the House of Commons, we publish below the main clauses.

Spring wheat will now be graded as follows:

"Extra Manitoba hard wheat shall consist of wheat grown wholly in Manitoba or the Northwest Territories of Canada, and shall weigh not less than sixty-two pounds per bushel, shall be plump, sound, and well cleaned, and shall contain not less than eighty-five per cent. of hard red Fyfe wheat.

"No. 1 Manitoba hard shall consist wholly of wheat grown in Manitoba or the Northwest Territories of Canada, and shall be plump, sound, and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least seventy-five per cent. of hard red Fyfe wheat.

"No. 2 Manitoba hard wheat shall consist wholly of wheat grown in Manitoba or the Northwest Territories of Canada, and shall be sound and reasonably clean, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least two-thirds of hard red Fyfe wheat.

"No. 1 hard white Fyfe wheat shall consist wholly of wheat grown in Manitoba or the Northwest Territories of Canada, and shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of not less than sixty per cent. of hard white Fyfe wheat, and shall not contain more than twenty-five per cent. of soft wheat.

"No. 1 Manitoba northern wheat shall consist wholly of wheat grown in Manitoba or the Northwest Territories of Canada, and shall be sound and well cleaned, weighing not less than sixty pounds to the bushel, and shall be composed of at least fifty per cent. of hard red Fyfe wheat.

"No. 2 Manitoba northern wheat shall consist wholly of wheat grown in Manitoba or the Northwest Territories of Canada, and shall be sound and reasonably clean, of good milling qualities, and fit for warehousing, weighing not less than fifty-eight pounds to the bushel, and shall be composed of at least fifty per cent. of hard red Fyfe wheat.

"No wheat which has been sown after the first of August or brushed for the removal of a better crop, or which has had a better crop sown on it, shall be included in the preceding six grades."

It will be noted that the standard for No. 1 hard has been considerably raised; instead of being two-thirds, it has now to be three-fourths hard red Fyfe wheat, and in addition to being sound and well cleaned, it must now be *plump*. This may throw out a deal of fine milling wheat perfect in every respect, but a little thin in the berry. The clause prohibiting the mixing of scoured wheat from any of the first six grades will likely make it more difficult to dispose of smutted wheat, but, as we have always maintained, the less the value of such stuff the more particular people will be in using preventive measures, and the less smutted grain will be produced.

Regulations governing the inspectors and grading of grain grown west of Port Arthur:

"1. On and after the first day of September, 1899, the Inspection Divisions of the City of Winnipeg, Brandon and Port Arthur shall cease to exist, and the whole of Manitoba and the Northwest Territories and that portion of Ontario west of, and including, the existing district of Port Arthur, shall be known as the Inspection District of Manitoba."

Clause 4 provides for the calling together of the Standards Board for the selection of commercial grades, should climatic or other conditions necessitate grades other than standards. Clause 5 provides that the inspector should furnish official samples, cargo samples, etc.

"6. All wheat placed in public elevators or warehouses east of Winnipeg, in the said district, shall be subject to inspection, both inwards and outwards.

"7. All wheat produced in the Northwest Territories and in Manitoba, passing through Winnipeg or Emerson, en route to points to the east thereof, shall be inspected at Winnipeg or Emerson. On all wheat inspected at Winnipeg or Emerson, the inspection shall be final as between the western farmer or dealer and the Winnipeg dealer. Any