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Editor and Proprietor }

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The Ontario Agricultural Exhibition.

The work of renovation and addition to the buildings is progressing favorably in this city, and a good Exhibition may be safely expected.

We have visited some of our breeders since our last issue, and glanced over some of their stock. The greatest competition will be in Durham cattle. The most important and attractive feature will be the competition for the Prince of Wales' Prize for the best bull and five of his calves.

It is our impression that the crowd will be so great around the Durham ring at that time that it will be difficult for people to obtain a good view of the animals. Perhaps it might be well to increase the size of the space allotted to showing the Durhams, when the prize is to be awarded. We would say to the officers, crowd and to the most fastidious ladies: Make a point to see the cattle ring when the judges are awarding the Prince of Wales' Prize.

To the committee of management we would say: It is your duty to make such arrangements as will afford opportunity to visitors to examine things that are of interest; take care that the public can see this part of the Exhibition. To the committee of management we would also suggest that the doors of the Exhibition building be kept open from 8 a. m. till 6 p. m., and not be closed for two or three hours in the middle of the day to accommodate a Prince or a Governor. The public have paid their money, the gates are advertised to be open, and the palace should be kept open. We well know the Governor, Prince or any other gentleman would not desire the palace to be closed against the public for two or three hours on their account, just at the time thousands are expecting to enter it.

Mr. S. White set the best example to future and past Presidents; when the demand was made to him to clear the palace and close the doors against the public at Hamilton, he withheld his consent and allowed the public their right, and he also made arrangements that were quite satisfactory to our illustrious visitors, namely, to enter the building early on the following morning. We heard great and just complaints from the public in this city when the doors were closed for a length of time in the middle of the day. The public that have paid their entrance fee have a right to enter the Exhibition building at any reasonable hours, unless the building is advertised to be closed on any particular day.

To mechanics desirous of showing their machinery in motion a better opportunity will be furnished this year than previously,

as motive power will be on the grounds, with rods for such a purpose. Manufacturers must furnish their own pullies and belting. This will make the machinery far more attractive.

Seed Wheat.

We have traveled nearly a thousand miles in Canada for the purpose of examining the wheat in the ground, and since threshing commenced we expected from some reports to have been able to speak of Arnold's new hybridized wheat, that gained the \$50 prize, but after examining the crops of it we are unable to recommend it to our readers.

It was killed badly by the frosts of the past winter and spring. The yield will not average one-half as much as that of the Scott wheat; notwithstanding this, some hundreds of bushels will be sold at high prices. Mr. Arnold is still trying to bring out fresh varieties; perhaps he may yet succeed in procuring a variety as good as he says he can. If he should succeed we would all be benefitted, but success in new enterprises and undertakings is precarious.

There is a wheat grown in Yarmouth which is called there the Dominion Wheat; it is a white chaffed wheat, thickly set in the head, like the old China wheat; it is bearded, is a winter wheat, and is spoken well of where it is raised, but from all accounts we do not think it as safe as the Scott wheat.

In some sections the Treadwell is doing almost as well as the Scott, and some prefer it.

There are some good pieces of Diehl wheat, but if the acreage of wheat sown and the yield per bushel is estimated, the Diehl wheat will show a most deplorably low average, lower than any other except the Soules; yet, in some sections really good crops are obtained.

The Mediterranean has yielded a fair average, but in the sections where the Scott wheat has been introduced, it appears to be gaining favor.

We can speak from experience. My boys sowed a field part with Treadwell and part with Scott wheat; the Treadwell yielded 20 bushels per acre, and the Scott yielded 32 1-2 bushels. The Treadwell had yielded well in our section until the Scott wheat was introduced.

We did not raise the tenth part of enough to supply the demand this year; we therefore are obliged to fill orders from the best lots we can find. Some may not be quite as clean as they ought to be, but until we command more land and capital we cannot send out things quite as good as we would like. Our price will not allow us to handpick it this year.

The Railways Again.

One of our subscribers, an able and enterprising farmer, made the following complaint to us a few days since:—He has been in the habit for many years of coming into this city by the London & Port Stanley Railway from White's Station. The price charged for his ticket has always been 62½ cents. This road has now been leased by the Great Western Railway, and is managed by that monopolizing institution. When coming into town this time he was required by the Station Master to pay 68 cents for his ticket. He remonstrated, stating what had been the regular price, and as the G. W. R. on leasing the road agreed to retain the old prices, he was entitled to pay only the same amount. He was roughly told by the official that he was an Ass.

Now, we know that this farmer is not only a straightforward, upright man, but belongs to that class of men, the Quakers, who are so invariably quiet and unassuming in their manner, and are not given to abuse or annoy any one.

Now this is only one instance out of the millions in which our farmers are abused by the officials of our railway monopolies, and we feel compelled, in the interest of the most valuable and yet most imposed upon part of the community, to protest against such actions.

Because we may not be dressed in broadcloth or have overcoats cut according to the latest fashion, we are to be very thankful that we are allowed to look at our finely dressed, well-fed servants. Who is it that supports these railways? Who is it that pays the bonuses with which these roads are built? Who provides the grain and the cattle which compose their freight? Or who feeds the pretentious middlemen who look down upon us?

If railway officials and other public servants do not very shortly show us more respect of their own accord, we will be compelled, as farmers, to arise in our might, as our brethren in the west are now doing, and then we will find these officials, from their highest to the lowest, trembling for their positions, and begging us to be lenient with them.

We have the thing in our own hands. Who are the majority of voters in this country? Why the farmers? And who ought to rule the country? Who ought to be making the laws? Let railway officials and politicians, sleek-faced middlemen and well-fed public servants beware, or they may some day wake up and find, as they now have across the borders, that the farmers can and will have their rights, and all these blood-suckers be brought down to their proper position.

Extortion and insult on the part of railway or any other officers will not be allowed to have its swing much longer.

There were imported into Colorado in the last year eighty-seven pedigree Short Horn, Jersey, Hereford, Devon and Galloway bulls; twenty-one stallions, and four hundred and fifty-six Merino, Southdown and Leicester bucks.



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