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WINNIPEG, MANITOBA

the seals, elephants, dogs and cats, and the wonderful little midgets, did not appeal, and it seemed to be the opinion of all that these outdoor attractions had never been better. There are, of course, those who say that such attractions are out of place, but the fact remains that they draw the people who would not otherwise attend, and as the exhibition is self-supporting and received no Dominion grant, it is necessary that a balance should be shown on the right side of the ledger, and these attractions and horse-races help most assuredly to secure this result.

Then your correspondent complains about the heavy purses which are offered, but he will assuredly realize that horsemen do not do business for nothing, and to secure good races it is necessary to give good purses. Besides, has he taken into the account the difference between the entry fees in the case of a show horse or one that is entered for a speed class?

The most sincere friend of the Winnipeg Industrial Exhibition must agree that its position is now one in which further development in the matter of accommodation is absolutely necessary, and those who are so anxious to criticise could doubtless employ their time to better advantage if they were to consider this question; that is, if they have the best interests of the exhibition at heart. The grounds and buildings are quite inadequate to accommodate the crowds who come, and the numbers of whom are certainly not falling off. I see that the manager has a scheme for the combination of the new suburban park, the exhibition grounds and a mile race-track on a site to be decided upon. This is a really excellent idea, and I for one should be delighted to see same carried out, as it would be indeed a splendid thing for the city in all respects.

To sum up, however-and I must apologize for the space I am afraid I shall be taking up in your valuable columns—the Winnipeg Industrial Exhibition is one of which all may be proud, and reflects the greatest credit upon all who are or have been responsible for its present satisfactory condition. Winnipeg is yet young, and those who have visited the city from foreign parts, including those who are well acquainted with the aims and objects of such annual events, have been loud

in their praises of the Prairie Capital's annual fair

Trusting that this great annual event may go I beg to remain, on and ever prosper, Faithfully yours, Dear Mr. Editor,

L. D. H.

The Faker at the Fairs.

At a number of the local shows this year it was surprising the business done by fakers with wheel-of-fortune, bean-in-the-nutshell, and various other gambling devices calculated to wring the hard-earned cash from those who wanted something for nothing.

A famous American showman once said that the people loved to be humbugged. This assertion has been sometimes doubted by wise people, but there is evidently an element in this country Why the agricultural to whom it applies. societies should allow these bloodsuckers within the confines of their exhibition is difficult to understand. One Manitoba society, to our knowledge, refused a tempting sum offered by a gang of these barefaced robbers who sought entrance to the grounds, but some other societies between Winnipeg and the Rockies appeared to give them every advantage, and in one instance even allowed them to carry on their nefarious work within a few feet of the horse judge while in the discharge of his work. Surely the best and most progressive people of the country are not in sympathy with such performances. Of course, it may be argued that those who allow themselves to be duped by these sharpers are sure to lose their money in some other way. That, however, is no justification for the evil. There can be no doubt that the witnessing of these gambling performances at shows where they appear to have the sanction of the respectable public has a strong tendency toward educating the young to look upon them without that resentment which is desirable in those who are just forming the habits

The "Advocate" believes that the time has come when both the Provincial and Territorial Governments should refuse to grant any aid to an agricultural society allowing any game of chance within its exhibition park on show day. In the Province of Ontario and in some of the States to the south the government grant is withheld from any society that allows a wheel-of-fortune or any similar gambling device within two hundred yards of their entrance gate, and have we not as great reason to give the professional gambler a wide berth as they? We ask for the cooperation of our readers upon this matter. Many of our agricultural societies are improving rapidly, increasing in influence, and every effort should be made to discourage the faker.

Pedigree in the Show-ring.

At a few shows this summer there has been dissatisfaction in the show-ring when the judges, in pursuance of the rules in the prize-list, called upon each exhibitor to produce a certificate showing that the animal being exhibited was registered in the herd or flock book of the class in which it was showing. At one show in Assiniboia, an exhibitor of swine presented an entryform, properly filled out, but not accompanied by any certificate of registration, and as the prizelist called only for a pedigree instead of a registered pedigree, the papers had to be accepted. It would be well for directors of agricultural societies to look carefully to this matter upon the revision of their prize-list. No doubt, in the case mentioned it was intended that the pedigree should be registered. A pedigree is, after all, simply a record of the ancestry of an animal, and, contrary to the general belief, every living animal of the most mixed breeding has a pedigree; but before registration of a pedigree can take place, the ancestry must belong to one particular breed for a few generations, the number of generations depending upon the registration rules of the breed association. A registered pedigree always bears the name of the secretary and the seal of the association.

A Great Help.

Your paper is always read with interest, and is a great help in our work. Success to the "Ad-CLARA C. LAWRENCE. Vermilion.

Elevators vs. Cars.

The experiences of the farmers of this country in their dealings with the grain dealers and elevator companies have never been of a very congenial or satisfactory nature, and from reports which have reached us of the present season's experiences, complete improvement, we regret, has not yet arrived. That the elevators are not fulfilling the object in the country's trade which they are there to accomplish is a fact which every loyal Westerner regrets to admit. Elevators are the proper and convenient medium between the grain growers and the transporters, and their convenience is a matter beyond dispute. When, however, conditions are such that the employment of the elevators at the shipping point becomes a luxury, and a luxury too expensive to indulge in, then they cease to serve the purpose for which they exist in the country. A few days ago a representative of the "Farmer's Advocate" met a farmer at a small railway station in Manitoba, who said he had been shipping wheat at the local elevator, and selling his shipments at 70 cents per bushel, but seeing from the prices quoted in the papers as ruling at Fort William that he was paying someone too much for handling his grain, he resolved to get a car and ship direct. The result fully rewarded the action, for he realized six cents a bushel more for the shipment than he had got for what he had sold to the elevator buyer, making a net profit on the carload of \$50.00.

Can one wonder that there should be such a demand for cars by farmers, and such a call for loading platforms and facilities, when fifty dollars may be saved on a single carload? If graindealers expect to get the patronage of the farmers and the support of the public in making excessive charges, they are doomed to disappointment, and they deserve nothing better. The day has come when the trader does not rule the order nor the price of commodities. The producer at the one end and the consumer at the other, each demand that he shall do his work for reasonable wages, and the trader who does not conform to that essential condition must fall out of line and make room for those who do.

We would regret very much to see anything like a general boycott of elevators. In fact, we believe them to be the true and convenient medium in the shipment of grain from a country such as ours, where the growing and shipping of grain is such a vast and pre-eminently engrossing industry, but when a farmer can put \$50.00 of cash per carload in his pocket by shipping direct, then he would surely not be the friend of the farmer who would stand up for the patronage of the elevators, however useful or essential they may be to commercial progress.

Another Lumber Commission Needed.

The dependence of one industry on another and the injurious effect of vicious practices on the part of operators in an industry on that of another, has been well exemplified recently around the coast districts of British Columbia, in the horse market, the lumber mills and the loggers.

Recently the mills raised the price of lumber and stopped manufacturing certain lines on the plea of over-production, and also lowered the prices paid for logs, claiming that prices for manufactured lumber did not warrant the continuance of the former scale of prices for logs. As a consequence many loggers, especially the smaller operators, have been forced out of the business, and are unable to finance so as to come out on the right side of the ledger, and in order to save something are throwing their horses on the market, which is at the present time bearish.

A lumber commission is certainly needed to protect both farmer and logger from the rapacity of the coast millmen (many of them also operators in the East). Formerly the prairie farmer looked for some relief in the competition of British Columbia and Ontario lumber mills; now all are in together and the farmer is being squeezed between them.

The donkey engines, mounted on heavy skids, are also diminishing the numbers of horses needed in the woods. The erection of more sawmills (there is abundance of timber to be sawn, and an almost unlimited market to be supplied) will do little to relieve the situation as long as the present combine is allowed to exist, which, as shown, mulcts the farmer by making him pay high prices for lumber, and by squeezing the loggers, diminishes the demand for horses bred by the farmer. SOCKEYE.

OCTOBER 5, 190 Elevatin

We are pleased ceived by Mr. R. Grain-growers'. A

& Co., Winnipeg, tion on the eleva though somewhat stood that every fully informed on partment of the careful perusal:

"In reference elevators, Fort Port Arthur, elev storage, costs ha for each succeeding half cent per bus

cleaning. "If wheat lies after the close of way company cha six per cent. Th close of navigati again in the sprin no one seems to entitled to charge day the car was un was paid on it, bu went into store or and was shipped o December, and nav on 1st December, ten days only. I December and shi would be just ten interest, however, a car, unless it lies

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"There are also car for inspection, weighing, which ma and these also an seller.

" No freight, sto by the party who point. These all a and are paid to the porter who ultimate terminal elevator. vessel, he hands to ping bills for all th that vessel; then af railway company ma manifesto, giving th ticulars of charges a pays the bill all in when the party who fers it to another pa at so much in store deduct whatever cha the date of the tra companies collect t weighing along with them to the Governm

"Herewith we sen sales for a car, which are made up. We car belonged to you to-day on your acco bill from Fort Willia sales, which gives the as to the grade and You see by the acco freight, which is just the rate and amount of interest on freight interest is charged. out is made up in the