

Interior Terminal Elevators

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Chief Grain Commissioner

president and general manager in one man, and this one man has for a long time now been picking the directors of the banks! They are the whole works. They are very like the kaiser in a way. We do not know better men for their business, say, than Colonel Wilkie and Mr. Duncan Coulson. They have built up big and strong banks. And the colonel is at the head of the Bankers' Association, and in virtue thereof, the main adviser of the minister of finance. But are these able and all-powerful men the men who ought to make our currency system and our national financial policy? So far they've done it. The time has come for a change and this war stringency has rushed it forward. Now is the time to make a truly national currency in place of bank notes and to establish a national bank by means of which the regular chartered banks, deprived of the note-issue powers they now have, would avail themselves of the national notes, and the national credit might be advantageously used for the good of business; or, to come back to the words of the act of parliament, "to conserve the financial and business interests of the country." We may be called a demagog, and a "limelighter" and other things, but we are not going to stop till we win out in this direction.

And the thing we propose is, what, after fifty years of plunging and mystery and much heart-burnings, our neighbors, the United States, have come to. They have at last a national currency, and they are organizing national reserve banks to loan an unlimited issue of national notes to the member banks of the reserve banks as against approved securities. The banking of the States hereafter is to be with a national currency and on the credit of the nation, plus the resources of the banks. But the nation is to do the legislation and make the rules under which both are to be conducted. In other words, banking and currency are to be treated as public functions, mainly for the public advantage. No one wants to injure the banks, no one denies their service to the public but it must at least be a partnership, not a jug-handled arrangement, and the public must be the senior partner. And it is surprising how many people in Canada think this way since they began to get light on the mystery.

DO NOT FEED LICE DURING THE WINTER

It is not an uncommon thing to see cows looking rough, poor and scabby. This in many instances is due to lice. In Denmark, where dairy cows make more money for farmers than they do in any other country, it is customary to wash every cow twice a year with some kind of a lice killer. They are washed every fall when taken out of pasture and washed every spring before they are put into pasture. They are washed twice each time, about seven days apart. The first washing will kill the full grown lice and the second washing will kill the nits.

Wash to Use

There are so many different kinds of preparations on the market that are recommended for killing lice. Most any of the dips or coal-tar preparations do this effectively, providing they are mixed and used according to directions. At times when dips are not available, home preparations may be made as follows:

Take $\frac{1}{4}$ pound of ordinary laundry soap and dissolve it in one gallon of soft water by boiling. Then pour two gallons of kerosene onto this soapsuds, and stir it thoroughly so that it is thoroughly mixed. Then use one part of this prepared mixture to eight or ten parts of warm soft water. Rub this latter mixture well into the skin of the cows. Apply it with a stiff brush.

This mixture is a kerosene emulsion that is sure to kill the lice and it will not remove the hair from the cows.

Apply at least twice at about seven days interval. If applied three times, then there should be only about four days interval.

After washing, the cows should be protected from draft. Put them into the barn and close the windows. If there is a draft thru the barn, then the cows may catch cold.

This washing of the cows should be done before the weather gets too cold. Wash the calves and all the young stock as well as the cows.

The construction of the Panama Canal and the Hudson Bay Railway have rendered necessary the provision of elevator and inspection facilities for grain shipped by these routes. The value of the new routes is still a matter of question, and can be established only by experience. The freight rates by land and sea, the marine insurance rates, the length of the period of navigation thru the Hudson Straits, and the effect of the heat upon the condition of the grain shipped in bulk via Panama are still uncertain, and this uncertainty renders it difficult to demonstrate how best to provide the inspection and elevator facilities required.

Two methods were possible. One was to build terminal elevators at the Hudson Bay and Pacific coasts, and equip and operate them as the lake terminals are equipped and operated; that is to say, with all facilities for the inspection and handling of grain. Were this method adopted shippers of grain via the new routes would be able to store grain at the Hudson Bay or Pacific coasts, and upon sale deliver it from the elevators there.

Objections to Coast Terminals

But to store grain at either of those coasts pending sale would put a grave risk upon the shipper. He would be limited to the export market and to one route, and to a route in which unknown and adverse conditions might be encountered; and the grain could not be easily brought back from either coast and shipped east. Storing grain pending sale on the Atlantic seaboard would involve fewer risks, yet shippers do not store at the Atlantic seaboard but prefer to store it at interior points like Port William and Port Arthur, because of the larger number of markets open to them from those interior points. To provide inspection and elevator facilities on the Hudson Bay and Pacific

coasts would not give either route a fair trial.

The second method has, therefore, been adopted, the method, namely, of erecting at the Hudson Bay and Pacific coasts transfer elevators similar to those at Montreal, Halifax and St. John, and terminal elevators at strategic points in the interior, Calgary, Saskatoon and Moose Jaw, similar to the elevators at Fort William and Port Arthur. These five elevators are now being constructed. The elevators at Calgary, Saskatoon and Moose Jaw are being equipped with full inspection facilities. These three points, therefore, will be terminal points in the same sense in which Fort William and Port Arthur are terminal points, and the three elevators will be owned and operated by the Dominion Government. Grain stored at these points will be available for shipment via the Panama or Hudson Bay routes should these be more economical. The elevators at the Hudson Bay and Pacific coast will be also operated by the government, and they will be provided with sufficient storage capacity to handle the grain shipped thru them.

Drying Plants for West

The elevators at Calgary, Saskatoon and Moose Jaw will serve other purposes besides providing for these new routes. They will bring the work of inspection somewhat nearer to the grain-growing area. In addition to that, they will provide, for the first time in Western Canada, hospital apparatus upon the grain field. Hitherto grain needing to be dried had to be shipped to Fort William or Port Arthur, and the total lack of drying plants on the grain-growing area has in some years caused an enormous loss. In 1912, for example, there was a very large percentage of the Western crop damaged by rain and snow. The damaged grain contained a very high percentage of moisture which

could not be extracted until the grain reached Fort William or Port Arthur, and much of it went out of condition before it reached the drying plants there. The amount lost in that one season would have built the three elevators now being erected.

Interior Storage

The elevators will also give a certain amount of additional storage capacity which will be useful in periods of congestion. It is not supposed, and it is not intended, that these elevators will take the place of the lake terminal elevators for grain shipped east, or that they will be very much utilized for east-going grain during the period of navigation on the Great Lakes. They are being built partly because of the need of hospital apparatus on the grain-growing area, partly because of the advisability of having some reserve storage for times of emergency, and partly because of the necessity of providing for the Hudson Bay and Panama Canal routes in a way that will give those routes a fair trial. The enormous quantity of grain grown in Western Canada, the difficulty of shipping it all by the Eastern route, a difficulty enhanced by the shortness of the period of navigation and the long rail haul from the grain fields to the Atlantic, these conditions have led to the hope, practically universal in the West, that the opening of the Panama Canal will be an immense gain to the grain-growers of Alberta, and the opening of the Hudson Bay route to grain growers of Saskatchewan. The government, by the construction of the five elevators named, is doing all that can be done, and more than some consider should be done, to make the new routes successful.

SUCCESSFUL FARM BOYS

The result of the essay-writing competition in connection with the second annual Farm Boys' Club of the Canadian Industrial Exhibition is now announced. The club was composed of one hundred boys, selected by competitive test from among the most intelligent of the youths on Manitoba farms and brought to the exhibition as its guests and at the joint expense of the Provincial Department of Agriculture and the Exhibition Association.

On his return home, each member of the club was expected to write an account of his visit under the heading: "What I Saw and Learned at the Exhibition." As may be inferred, the task of reading and sifting these compositions and deciding upon the best was no light one, and it has just been concluded. The following are the prize winners: 1, Wilhelm Kristjanson, Otto, Man.; 2, D. H. Fair, Ochre River, Man.; 3, O. S. Thorstein, Westbourne, Man.; 4, Donald M. Frantz, Starbuck, Man.; 5, Victor Warner, St. Lazarre, Man.

Cash prizes ranging from \$15 to \$5 were awarded the successful contestants.

An interesting phase of the competition is presented in the fact that the name of the winner of the first prize indicates that he is of foreign descent, while those of two of the other four winning essayists show that their ancestors were not always subjects of Great Britain,—evidence that the people coming to the free land of Canada are quick to realize and to take advantage of the opportunities for acquiring knowledge open to them under the British flag.

CONFIDENCE IN THE FUTURE

In spite of the war, and prophecies of hard times, preparations are going steadily on at the Manitoba Agricultural College for the reception of a larger body of students than ever before. It is comforting that there is evidence of prosperity and confidence in the future, found in the fact that applications for the courses in Agriculture and Home Economics continue to pour steadily in from the young men and young women from all parts of Manitoba. So far from there being a falling off in attendance this year, there is every evidence, especially in the Home Economics section, that this year's enrolment will be in excess of last year's. Applications for the various Home Economics courses are, at present, nearly fifty per cent. in excess of those received at the college at this time last year.

Beautiful British Columbia

There is a saying that the road to a man's heart is thru his stomach. Just how true this is, is a matter for discussion, but an adaption of this saying, such as the high road to success in publicity advertising is thru the senses of sight and smell, could very fittingly be applied to the exhibit of the Department of Agriculture of the Government of British Columbia, which was such a noticeable feature of the large fairs this summer. Truly the sight of so much splendid fruit so tastefully arranged made many of the treeless prairie dwellers' mouths water, and certainly must have awakened in them a more than passing interest in and longing for a country so blessed.

The exhibit contained fresh fruit from all of the fruit producing districts, cherries, early peaches, blackberries, raspberries, red and black currants, vegetables, such as tomatoes, celery, cucumbers, early potatoes and many others; cases of splendid apples which had been kept perfectly in cold storage, and bottled fruits not in season, such as strawberries, blue-berries, plums, etc., each bottle of fruit being in quality,

shape and size a very choice specimen.

Flanking this central feature were displays of timber, featuring particularly British Columbia fir veneer for interior work, doors and mouldings, specimens of minerals from working mines, an interesting series of pictures showing the steps thru which a shingle goes from the tree in the forest to the finished product, and a very fine collection of food fishes. The exhibit showed that British Columbia is suitable to mixed farming, fruit growing, vegetable growing, poultry raising, dairying, stock raising and truck gardening. Agriculturally it is at the threshold of a great future. It has the last great stand of Douglas fir, red cedar, spruce and hemlock timber. Its mines of coal, gold, silver, lead and copper steadily increase their output. It is the centre of the halibut, salmon and herring fisheries. It holds untold and unlimited pleasures for the nature lover, the sportsman and the artist, and scenically, from the photographs lavishly displayed in the exhibit, the country in beauty and grandeur must be seen to be adequately appreciated.



The British Columbia Exhibit