

THE FARMER'S ADVOCATE

AND HOME MAGAZINE

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Editorial.

Pledge the Candidates.

In the organization of farmers on this continent, and the concentration of their efforts to secure any particular object, one peculiarity of the policy pursued in many States of the Union is worthy of adoption by the tillers of the soil in Manitoba at the present time, considering that an election is in sight. In the United States it is quite common for the members of Farmers' Associations, regardless of their affiliation with any political party, to see that candidates for Congress or the House of Representatives are pledged to support all measures intended to be in the interest of agriculture. Moreover, when a bill is before either House, in which the destiny of any industry having its foundation upon the farm is affected, the agricultural organizations in its favor at once arise in their might, and, as a unit, pour down upon their representatives a stream of letters and petitions, setting forth their claims in no uncertain tones. The result of this policy is seen to-day in the existence of various laws calculated to assist the farmer, which otherwise would never have appeared upon the statute books.

Now is the time for Manitoba farmers to make sure that the men who are stumping the country mean business in regard to the establishment of an agricultural college. It is not necessary for any man to sever his connection with the party of his choice, but it is desirable that the candidate for whom he is to mark a ballot should be sound upon the question of giving to Manitoba farmers an institution where their sons and daughters may receive that training which the prosperity of the country and the educational advancement of the present age demands.

During recent years several of our most enterprising young men have gone to Ontario and Wisconsin for instruction; others have longed for the opportunity. Let it not be said that we are to be longer behind the times. See that every rural candidate promises to push forward the establishment of the proposed institution. True, the bill has already passed Parliament, and the erection of the college is assured, but we cannot afford to have it further delayed by technicalities of any kind, nor the decision of a future Parliament to make sweeping changes in the plan of its establishment. Pledge them, every man!

A Gold Medal for Judging.

Believing that the future of the live-stock industry of this country is to-day in the hands of our young men, and that any encouragement which is given toward intensifying their interest in acquiring a correct knowledge of animal form and conformation will be sure to show itself hereafter in the improvement of our live stock, the "Farmer's Advocate" has decided to give a gold medal to the farmer or farmer's son under twenty-five years of age who scores the highest number of points in the judging contest which will be held at the approaching Winnipeg Industrial Exhibition. Competitors will be asked to judge heavy horses, beef cattle, dairy cattle, mutton, sheep, and bacon hogs. The basis upon which the awards will be made are as follows: Correct placing, 45 points; reasons for placing, 40 points; style of doing work, 10 points; and time occupied in judging, 5 points. More complete information will be published in a future issue, but in the meantime we trust that those of

our young men who take any interest in live-stock judging will be preparing to enter the contest, and win for themselves valuable experience, if not everlasting fame.

Join the Grain Growers.

The first clause of that section of the constitution of the Manitoba and Northwest Territories Grain-growers' Association, i.e., to forward the interest of the grain-growers in every honorable and legitimate way, should of itself be sufficient to elicit the co-operation of every farmer in Western Canada interested in the production and marketing of the world's great necessary cereal—wheat. The rapidity with which the movement spread throughout the country should indeed be gratifying to those who have been most deeply interested in its organization. Local associations now exist at the majority of wheat-growing centers, and although most of them have a membership sufficiently large to do good work, still scores of farmers have so far deprived themselves and the association of the advantages to be gained from being a member. That this is an active and useful organization, no reasonable farmer can deny. It has already proven its usefulness in a practical way. Then why not show your appreciation of what has been done and your desire to see the cause of the grain-grower protected in future by becoming identified with your nearest local association.

Siftings.

Land agents are doing a rushing business; so are the land tillers.

The time for the local show will soon be due in many districts. Are you doing your part to help it along? A live local exhibition can do a great deal to increase the value of farm property, as well as educate the people in any community.

Spend most money for the necessities of life in your nearest town. Distances are great in this country, and the villages which are growing up across the prairie will be needed. Give the business men within them your best possible support.

Have you heard the story of the farmer's garden, and how it was appreciated by the family? Vegetables can be grown as cheaply in Western Canada as anywhere in the world.

All aboard for Canada is said to be a popular phrase at foreign seaports just now. That those who come may be prepared to hustle, is the desire of a growing young country.

Amid the everlasting hustle peculiar to life on Western farms, take time to glance through your farm paper. Remember those who think largely govern those who toil only.

Canadian prairie sod will this year be turned by hundreds of newcomers. Many who come poorly prepared will have anything but palmy days until a start is made. Generally, however, they are of the type which have made nations. They will succeed under adversity.

Canadian Transportation.

With the sudden and tremendous expansion of Canadian enterprises, and the enormous increase in the growth of wheat and other agricultural products, transportation has become the problem of the hour. The country requires that these products be transported, so that Canadian interests will be promoted. For the most part they are destined for Great Britain, the great food consuming and distributing center of the world. Of that mighty Empire, Canada forms an integral part. It is, therefore, a national as well as a commercial question, and must be dealt with upon that basis. The true policy of this country is to convey these products at such fair rates as will leave the producer an adequate return for his labor and soil fertility. They should be carried over Canadian inland waters or railways under such conditions that Canadian interests will be promoted and her commercial independence on this continent preserved in its integrity. Canada is the great natural highway to the Atlantic for the north half of the continent, large portions of which remain to be developed, in Northern Quebec, Northern Ontario, as well as our own Northwest, and the vision of the statesman is that the spout must be sufficient for the hopper. The country looks for a strong transportation policy, and it is doubtful if any other country to-day presents more promising opportunities for railway enterprise. Fresh transcontinental lines are being projected and various proposals made for the development of canal, river and harbor improvements. Right here the Government of the country feels the need of taking sure and certain steps based upon expert knowledge; hence the idea of the Transportation Commission appointed at Ottawa on April 6th, which is quite distinct from the permanent Railway Commission which has to do with rates and the general transportation service of the country. The Transportation Commission will deal with the extensions and improvements required in Canadian transportation facilities, terminal points, and so on. It consists of Sir William Van Horne, of Montreal; Mr. Harold Kennedy, of Québec City; and Mr. John Bertram, of Toronto. As our readers know, Sir Wm. Van Horne ranks foremost as an authority upon railway and transportation subjects. He has taken the stand that there is great need of improvement in our facilities for handling trade, and has referred particularly to the imperative necessity of "enlarging the spout" of our transportation routes; in other words, providing greater terminal facilities on the St. Lawrence or at Maritime ports. Mr. Harold Kennedy, of Québec, has large business interests in that city. He has been specially identified with the Atlantic steamship business, and is regarded as an authority on ocean marine. He was appointed a member of the Quebec Harbor Commission by the present Government in 1896, and is one of the younger men who have been endeavoring most assiduously to build up that part of the Dominion. Mr. John Bertram, as a practical business man engaged in shipbuilding, etc., will represent the lake marine and shipping interests on the commission. His intimate knowledge of the needs of our lake commerce and of the remedies to be applied will be of great value.

It is reported that Mr. Bell, of the Winnipeg Board of Trade, and Mr. J. X. Perrault, of Montreal, will be Secretaries of the Commission, which it is expected will be called together without delay to deal with the important problems that have called it into existence.