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EDITORIAL

Look After the Straw

Reports indicate a shortage in the hay crop. Number one timothy is quoted in Winnipeg at \$17.00 per ton. Prairie hay is quoted at from \$11.00 to \$14.00. Both will be higher before the crop of 1911 is cut. This is a short crop year in hay, and farmers would do well to keep this point in mind and husband well their straw. It will be needed in the towns, as well as on the farms. There has seldom been a year when straw—and especially oat straw—has been so greatly needed for feed as it will be during the coming winter. Farmers will be tempted by large apparent profits to sell all the hay they can possibly spare. Hence they will find a great advantage in feeding their straw, as far as possible, as a substitute for hay on the farm. The weather has been favorable for stacking grain, and the straw ought to be fresh and bright. When the grain is threshed, a little care will preserve the straw in good condition for fodder.

Motor Contests

The interest taken in the motor contests at Winnipeg for three years past is sufficient to warrant the exhibition management in continuing this feature. Crowds gazed upon these mighty power producers undergoing the brake tests, where none but skilled engineers knew what was going on save that it was a "brake test." Hundreds also made their way seven miles or more into the country to see these engines demonstrate their abilities to turn over virgin prairie, from which the sun had pumped practically every drop of moisture. The engines did their work, and the crowd said it was wonderful.

It has been amply shown that motor contests are an attractive feature. They also serve well as an advertisement for Winnipeg and Western Canada. There is scarcely a

corner of the globe in which something is not said or written about the big motor contest at Winnipeg, Canada. Attention is called to the number of engines that competed and the great field for operations that lies before this form of power on the prairies of Canada. The West, the city and the exhibition board should see that it is not discontinued.

Banish the Horse!

A recent issue of *Popular Electricity* says: "There is absolutely no reason why horses should be allowed within the city limits, for between the gasoline and electric car no room is left for them. A higher public ideal of health and cleanliness is working toward such banishment swiftly; then we shall have decent streets instead of stables made of cobblestones bordered by sidewalks."

This sounds idealistic. It is to be hoped, however, that for many, many years to come horses will continue to give life to the streets of the city, as well as to the fields and highways of the country.

What scientifically inclined men find possible is not always desirable. Science is working wonders, both for city and country. No doubt marvellous revelations are in store for the future. However, this does not ensure the banishment of our friend, the horse, from city streets because he leaves dirt of a kind that differs from that of the motor car. There is a field of usefulness for the automobile, but it is to be hoped that there always will be horse lovers in every city in sufficient numbers to keep the streets alive with this noble animal.

Traction Engines in the West

So great has been the increase in demand for traction engines in the Canadian West during the past five years that manufacturers have scarcely been able to provide a supply. A strong indication of the bright outlook for the future of this form of power is the eagerness of the manufacturers to introduce their engines and keep them before the people. They realize that it is well to establish a reputation while the country is young and while only a small percentage of the arable land of the prairie parts of Canada are under cultivation.

Naturally, there are differences in opinion as to what conditions warrant the purchase of a traction engine. However, it has been fairly established that a man with a half-section of land or more can find good use for this form of power. In the breaking of virgin prairie, particularly, an engine is a great saving on horse-power. In capable hands, too, it can do as much work as several men and four-horse teams—and do it well.

There is a great future ahead of the engine

trade in the Canadian West. As greater perfection is reached and as they are adapted to the various operations on the well-kept farm even the owner of a quarter-section will be easily induced to make a purchase. The continued high price of horses and the assurance of a scarcity of horse power for years to come make it necessary to adopt the engine. The individual will have to make a selection from steam, gasoline, kerosene and other forms that are offered.

Outlook in Cattle Prices

Reliable reports from Great Britain indicate that cattle are being killed off to such an extent that there is likely to be a shortage next year. For months past the United States has talked of a shortage there, and Canadians in touch with live stock supplies realize that our farms are not overstocked. Coming home to Western Canada it is found that the hot dry summer has induced many, through prospects of scanty feed supply, to dispose of animals that otherwise would have been fed to market condition. On top of this we have the annual decrease in ranching stock because of ranch areas being given over to farming.

Everything considered, therefore, it is reasonable to count on fair prices for beef cattle in 1911. Conditions warrant a forecast of high prices. However, all that any man can ask is a fairly remunerative figure and that seems assured unless unexpected supplies turn up.

The lesson is, then, for those who have stock or are in position to prepare stock for the markets of the near future. The world will eat beef as long as beef can be bought. Market conditions in the Canadian West have improved and fair treatment at the hands of buyers is almost assured. There is at least no danger of any man losing money on cattle that are in prime condition if he is equipped for preparing them for the market.

Entries to Homestead

Homestead entries for the first five months of 1910 in the four Western provinces of Canada are numerous enough to furnish after a few years an increased population of over 100,000 people, figuring an average of five to a family. The entries reached 23,354, over 10,000 more than for the same months a year ago. This is a fair indication of the growth of this young country.

A study of the figures that make up the total is interesting. By provinces, the entries were: Manitoba, 1,120; Saskatchewan, 12,718; Alberta, 9,414; British Columbia, 102. The question naturally arises: Why should Manitoba entries be so low, compared