

Seed Fair at Ponoka.

The first annual seed fair of the Ponoka Agricultural Society was held on Tuesday the 22nd ult. The almost impassable condition of the roads prevented as good an exhibit as there would otherwise have been. What samples were shown were of good quality, however. W. C. McKillican of the Dominion Seed Branch acted as judge and placed the awards as follows:—Spring wheat, 1st, Herbert Stretch, 2nd Ed. Martin, 3rd, W. A. Martin; oats 1st, Herbert Stretch, 2nd, W. A. Martin. There were no entries in the other classes.

During the afternoon, in spite of the bad roads, a large crowd of farmers gathered to hear the addresses by Arch. Mitchell, Chief Weed Inspector for Alberta, W. F. Stevens, a prominent farmer of Clover Bar, and W. C. McKillican, Alberta Representative of the Dominion Seed Branch. The subjects covered by the speakers included the identification and eradication of weeds, seed selection, prevention of smut, and clean farming generally. Great interest was taken and a lively discussion followed the speeches.

The Fuel Problem Enlarging.

The Minister of Agriculture for Saskatchewan, Hon. W. R. Motherwell, sends us the following copy of a letter he is distributing to the mayors and overseers of a large number of towns, and he asked us to publish it in order that the public may not be wasteful of the fuel already on hand.

Regina, February 2, 1907

TO THE MAYOR OR OVERSEER.

Dear Sir:—With further reference to the matter of fuel shortage, we wish to say that conditions are not improving, but are, if anything, growing more critical. If the present unusually severe and stormy weather continues for any considerable length of time, it will be practically impossible to haul coal into the province as fast as it is being consumed.

The Government and the railways have done and are doing everything possible in the circumstances; but we have come now to the point when we must appeal to every man in Saskatchewan to do his part. Citizens are asked to be as economical as possible in the use of fuel. People living within twenty or twenty-five miles of wood are asked to make an organized effort to break roads and haul wood. This cannot very well be done by individual effort; but with organized companies of men and teams it can be accomplished, though it may occasion a great deal of inconvenience and even hardship.

This Department is in possession of information regarding the following points that leads it to believe that they may assist themselves in the matter of securing wood, which may be had within a reasonable distance; and we confidently appeal to them as humane and patriotic citizens to do all in their power to assist in tiding over the present crisis:—

1. All points from Strassburg to Welwyn, inclusive, on the Kirkella Branch.
2. All points from Fleming to Grenfell and from Qu'Appelle to McLean, inclusive, on the main line of the Canadian Pacific Railway.
3. All points on the Arcola branch from Forget to Manor, inclusive.
4. All points on the Prince Albert branch from Rosthern to Prince Albert, inclusive.
5. All points on the Erwood, Prince Albert Canadian Northern Line.
6. All points on the Canadian Northern main line east of Vonda and west of Battleford, within the province.

It is altogether probable that some of the districts above mentioned may object to being so classified, but let me respectfully point out that coal on the open plains with no other fuel in sight for forty or fifty miles becomes an absolute necessity; and every stick of wood that is secured by those living in the partially wooded localities, renders available a corresponding amount of coal for their loss fortunate fellow citizens.

The long continued cold weather has so crippled the railways that they are losing instead of gaining ground as time goes on. The Canadian Pacific Railway authorities are also hampered by the fact that in the early part of the season they sent out most of their reserve stock of coal for relief purposes and they are now obliged to haul coal from the mines to operate their road. This accounts for the large number of cars consigned to different points that have been confiscated by the railway.

The Canadian Northern Railway has had to contend with even greater difficulties in the way of snow blockades than the Canadian Pacific, and conditions are such now that their train crews are scarcely able to remain at their posts. This is more especially true of engineers and firemen. Many of these men have had their faces and hands frozen severely. Driving an engine for hours through snow drifts is no child's play. The fine snow drives back into the cab in clouds and melts there, saturating the clothes of the men. Then when they have to get out to make repairs or adjustments to their engines, their clothes freeze stiff and as a result they suffer from colds, la grippe, and other kindred ailments, until the men are practically forced to give up, especially in the worst weather.

We have been told of some heroic acts on the part of engineers who got out of bed when they were suffering from severe colds and when they were not fit to leave the house, and have taken out their engines and made their regular trips in the face of almost

unendurable weather. We also know that in many instances the men have gone out on these runs actuated by no other motive than consideration of the people whom they knew to be suffering for want of the fuel that they were endeavoring to haul. It is only fair that the strenuous efforts of the train crews to operate trains under these adverse conditions should be duly recognized and acknowledged.

It is natural for those not familiar with the actual conditions, as they are known by this Department to exist, to doubt the necessity for, or the wisdom of making the above appeal. But, to avert a common danger, the people must first be apprised of its existence; and this is what we have believed it our duty to do.

Strange as it may appear, we seem to be suffering from a plethora of development and prosperity; and growing countries, like growing children, suffer from growing pains.

The good things that this province has to hold out to intending settlers in the way of successful homemaking has induced immigrants to pour in in such numbers that transportation and other necessary facilities cannot be supplied quickly enough to meet the bare necessities of the case.

As to who is to blame, or as to whether or not anyone is to blame, for this failure on the part of the people and the railways to keep pace with the requirements of this rapidly growing country, this is not the time to discuss.

Under the present anxious—not to say dangerous—condition of affairs, it would appear to be every man's duty first to take such action (besides that suggested above) as will tend to tide over the present difficulty—that accomplished, to take such further action as may be deemed necessary to avert, as far as possible, its probable recurrence.

We would respectfully advise you to call at once a public meeting of the people of your town and adjoining country for the purpose of laying before them the condition of affairs as herein set forth. The points above mentioned as being reasonably convenient to wood might take such concerted action towards securing a supply as the local conditions seem to warrant; while other points might well consider the advisability of proffering assistance towards keeping the railway lines open so as to avert the probability of having even the present meagre supplies cut off altogether. Yours faithfully,

W. R. MOTHERWELL.

DELUDED!

Carberry, Man., 29th Jan. 07.

Farmer's Advocate,
Winnipeg, Man.

Gentlemen: Since putting wood ad. in your paper, I have been deluged with orders. The scarcity of fuel has changed conditions so that it looks as though Brandon and Carberry will require my whole supply. The road to the wood is blocked, and it is hard to say when it will be open, and there is no use in attempting to fill orders until the line is clear. Will you kindly make this explanation to your readers, and oblige.

Yours truly,
John D. Hunt.

The above gives some idea of the pulling power of a Farmer's Advocate ad. The moral is plain: If you want to sell anything advertise in the columns of the Farmer's Advocate. It is cheap, certain, and effective.

MARKETS

All signs point to higher prices. Argentina and Australia are about at the highest point of shipment, and still supplies do not increase to any appreciable extent in Europe; in fact they decreased 8,000,000 bushels, compared with a decrease of 5,000,000 bushels in the same period last year, while the American visible is 4,500,000 bus. smaller than a year ago. Added to this the Argentine crop is not yielding so well as promised, and that Russia is not shipping to any extent, and we have good reason to look for higher figures in America, especially as quotations this week are almost identical with those of a year ago.

The whole tone of the market is that of personal nerve gathering. Sentiment is largely of a bullish nature, but there is a distrust of sentiment. On the appearance of strength plenty of buyers appear, but just as soon as a little scare news is spread quick selling follows and prices recede to previous levels. In the meantime the demand for wheat for the mills and export keeps up, and consumption is steadily gaining upon supply. Both Canadian and American mills must have wheat. This is the real key to the

strength in Winnipeg; the mill elevator companies cannot get sufficient wheat from their country points to keep machinery going and are buying from commission men who ordinarily find a market elsewhere.

The controversy between the producers' interests and the Exchange continues. The Manitoba Grain Growers, through their solicitor, R. A. Bonnar, have asked for certain amendments to the charter of the Exchange, and the Exchange has replied that they will allow their charter to be cancelled before they will submit to the proposed amendments. In certain circles it is believed that the Exchange would welcome a cancellation so that they could proceed to secure a Dominion charter.

At last week end Thompson Sons & Co. reported: "The markets instead of holding firm every day and advancing gradually, are subject to sharp reactions, because when a fair advance has taken place, and then on some day the news and gossip of the markets come forward less bullish than the previous day, those who have previously bought will throw their holdings on the market in order to secure the moderate profit they have in them, and under present circumstances the market declines again. Thus on Saturday last the markets were slightly easier on this profit taking, and on Monday there being some news considered bearish in character, the easiness of Saturday was followed by a sharp decline, prices losing 1c. to 1½c. in the two days. The shake out on Monday has, however, been followed by renewed strength since then, and the loss in prices has been regained, so that to-day's closing prices show a gain of ½c. to 1c. on the week.

Manitoba wheat in our Winnipeg market follows very closely the fluctuations in the U. S. markets. The railway movement does not improve and business for immediate export is at a standstill. The big mills buy all the wheat en route they can, in order to keep up the supply for daily grinding. Prices are 1 Hard 76c., 1 Nor. 74½c., 2 Nor. 72½c., 3 Nor. 70c., No. 4 67c. spot or en route and futures, May 77½c., July 78½c. All prices are for in store Fort William and Port Arthur."

OTHER GRAINS.

Rejected 1-1 Hard	71
Rejected 1-1 Northern	70½
Rejected 1-2 Northern	67½
Rejected 1-3 Northern	65½
Rejected 2-1 Northern	68½
Rejected 2-2 Northern	65½
Rejected 2-3 Northern	63½
Rejected for seed 1 Northern	70
Rejected for seed 2 Northern	68
Oats	34½
Barley	42½
Flax	1 19

MILLFEED, PER TON—

Bran	17 00
Shorts	18 00

CHOPPED FEEDS—

Barley and oats	22 00
Barley	20 00
Oats	26 00

HAY, per ton (cars on track,

Winnipeg) 9 00 @ 10 00

PRODUCE (WHOLESALE)

CREAMERY BUTTER—			
Fresh made bricks	35		
Second grade bricks	25	@	30
Boxes	24	@	25
DAIRY BUTTER—			
Prints in small lots	25	@	26
Tubs, selected	23		
CHEESE—			
Manitoba	14½		
Ontario	15	@	15½
Ontario, twin	15½	@	16
EGGS—			
Fresh laid	50	@	75
Ontario, storage	27		
Manitoba, gathered	35		
Pickled eggs	25		
POULTRY—			
Spring chickens, f.o.b. here	10	@	11
Spring ducks	10		
Fowl	7		
Old ducks	7		
Old turkeys	13		
Young turkeys	15½		
Geese	9		
Live fowl 1c. less			

LIVE STOCK.

Hogs, off cars, per cwt—			
Choice bacon	7 25		
Rough, over 250 lbs.	6 75		
Dressed	8 75		
Choice steers	3 00	@	3 75
Heifers	2 50	@	3 25
Cows	2 25	@	3 00
Sheep	5 00	@	6 00
Lambs	6 00	@	6 50

TORONTO.

Exporters, \$4.75 @ 5.30 per cwt.; bulk, \$5 @ 5.12; butchers prime, \$4.75 @ 5.00; good, \$4.50 @ 4.75; canners, \$1.50 @ 2.00;

Export sheep, \$4.75 @ 5.00 for ewes; rams and culls, \$3.50 @ 4.00; lambs, choice quality, \$6.50 @ 7.00; common, \$4.50 @ 5.50.

Hogs, \$6.75 for selects; lights and fats, \$6.50.