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EDITORIAL

That motion passed in the Saskatchewan legislature was capital.—Regina! Hats off to the Queen of the prairie.

All successful evergreen growers are agreed that after planting, frequent surface cultivation keeping down both weeds and grass is the cause of success.

The construction of paved roads at the Industrial may be expected to provoke a protest from the boat builders, who in the past had opportunities to do a thriving business.

The policyholder that drops his insurance because of the revelations before the commission investigating life insurance will be the loser. The investigation will tend to make his investment safer than it was before; why drop it then?

The fruit garden to be a thing of beauty and a joy forever, needs frequent surface cultivation; to get that the bushes should be in rows far enough apart to allow the passage of the one-horse cultivator. Do not expect the women to do 'the man with the hoe' act!

The member for Winnipeg made a capital suggestion to the committee, of the House of Commons at Ottawa, charged with looking into the composition of patent medicines, viz.: That a law should be made to compel a maker of a patent medicine to take out a license and register his formula with the Department of Inland Revenue. If that formula was approved, license to sell the medicine could be issued, and an analysis from time to time would determine whether the medicine was being made according to the license.

Will Compulsion Give Clean Votes?

The press at the present time is devoting some space to compulsory voting and there seems to be many good reasons for so doing, those in the main being to stop corrupt practices. This particular reason, however, is to our mind not a valid one and is avoiding the real trouble, because as is well known, coyness about voting is too often a ruse to find out the price that may be obtained or that may be current. Compulsory voting is advocated by some party papers largely because they recognise the fact that it will not really interfere with manipulation of elections. What is really needed is a more thorough administration of the present election laws, rather than more laws; a complaisant J. P. makes many a good law either a travesty or inoperative. Our halls of justice are now-a-days peopled with an effeminate lot of men, whose sympathies are easily switched to consider the feelings of a culprit's family, rather than the public interest. We believe it foreign to British principles to make voting compulsory, especially in view of the fact, that the idea was promulgated to remove the stigma from the people, that infractions of the election law are generally winked at. The bribe taker should be disfranchised for life, and the bribe giver jailed for at least a year, if such measures were enforced there would be little need for a law to compel voting.

TO CORRESPONDENTS AND THOSE DESIRING QUESTIONS ANSWERED.

We must insist on having the correct name and post office of the senders of all communications, not necessarily for publication, but as an evidence of good faith. Unless this rule is observed, unsigned communications will be consigned to the W.P.B. on receipt.

Captious Criticisms by M. P'S.

One of the things that many M. P's of either side of politics could divest themselves of for the country's good, is the tendency to make captious and partizan criticisms with a hope of party gain. An illustration of such sliding down from the standards that should be aimed at by parliamentarians is found in *Hansard* for May 4, 1906. Two Manitoba M.P's were particular offenders in this respect, betraying an amount of ignorance, marvellous even in an M.P., and especially reprehensible in an M.D. The two worthies showed plainly in the debate that all they cared for was their political skins, which they hoped to save by an onslaught on the Health of Animals branch, undoubtedly the best run branch of the department of agriculture, and an endeavor to extort more compensation money for slaughtered animals than the law allows. Not only so but the Manitoba men, who ought to be better posted before debating such an important subject, confused local veterinarians with departmental officers. Further to charge the Minister of Agriculture with neglect of duty because he did not step in and over-ride the provincial authorities is ridiculous; if any blame is to be attached to anyone, it rightfully belongs to the province for not relinquishing work which it could not hope, under the law, to do nearly as well as the Dominion authorities could. If these would-be friends of the farmers would only possess themselves of some reliable information before seeking to prejudice the government in the eyes of the people a much better feeling would result; the man who will deliberately attempt to stir up the popular mind, and seek to prejudice it against the administration of an enactment to stamp out that awful disease of human beings as well as animals, viz., glanders, is a dangerous man and a menace to the community. There are plenty of opportunities for effective and valuable criticisms directed against the department of agriculture, but the members need to show more judgement in their criticisms than was shown at the time mentioned above.

The Fever for New Railroads.

One of the results of the ingress of thousands of new settlers into the Canadian West is the bracing up of the appetite of western people for more railroads. Many of the earlier settlers, those of ten, fifteen, twenty, twenty-five or more years ago felt in their day the sore need of transportation facilities which need caused them to undergo many financial hardships and physical discomforts. Many were the railroad schemes discussed, and often was the one existing road abused, justly sometimes, unjustly as often; and even in those early days many hoped to solve the problem by a railroad to Hudson's Bay. Later on the politician so bred and multiplied that when looking about for attractive music with which to charm the electorate, he piped lustily of the feats of the Hudson's Bay Company's voyageurs on the great rivers which empty into that great northern sea, and told marvellous stories of the ice battles of the company's boats en route to and from the British Isles. The settler was, and is yet, according to both political parties to get great ease from the transportation burden, and satisfaction from the country's investment of its funds in a road to the Bay. Is it needed? Will the investment be worth the money? Should Canadians pay for it? and other pertinent questions should be asked by each and every Canadian whether resident in Eastern, Central or Western, Canada. Before a reasonable decision can be arrived at, there are other questions that should be answered, viz.: Where do our markets, present and prospective lie? Is it well to make an investment, about which there is considerable doubt as to whether it is either feasible or absolutely necessary,

and which might tend to destroy the value of previous investments made by the country? Have previous investments by the country, in the shape of land grants, subsidies, bonuses, guaranteeing of bonds been entirely satisfactory, when the service rendered for the price paid is considered?

Before going further the address of J. J. Hill, president of the Great Northern Railway, which appeared on page 784 of our issue of May 23 should be carefully read and thought over; his utterances are those of a man whose success is largely due to his wonderful gift of foresight; and in reading his words do not forget, that "commerce knows neither race, creed nor politics!"

That address compares very favorably with that of a Canadian railway magnate, whose plaintive appeal to a section of Canada to aid him in keeping Western Canada as a preserve for his company. The West is quite willing to have more railroads, and extends a hand to welcome them, if they come without financial aid of any description, let them come one and all as Mr. Hill proposes to do, without aid, and because the business to be done is worth coming after. There are many large commercial enterprises in Western Canada which came unhindered by public funds and we see no reason why a railroad either to Hudson's Bay or to Mars should be helped either by the provincial or federal governments. The prodigality of our legislators has gotten to such a pass as to lead one to think that Canada's resources and wealth must be inexhaustible.

The road to Hudson's Bay is a popular cry if one judges by the party papers, but, as already stated, is being urged not from patriotic but from partisan motives.

Mr. Hill predicts that the U. S. must soon change from an exporter to an importer of wheat. That being so and statistics seem to substantiate the idea quite strongly, large quantities of wheat will be called for to the south of us. It certainly looks as if, seeing that Western Canada will have two all rail lines from Fort William to the Atlantic (C.P.R. and G.T.R.) and four lines from Winnipeg to the Great Lakes (C.P.R. double track, G.T.P., C.N.R.) and four or five lines to the U. S. (G.N.R., three or four, Soo line one, C. N.R.) that Canada has no more excuse for locking up capital in, or assisting a railway to the Bay, than a dog has for a fifth limb.

It should also be kept in mind that the market for flour in the Orient is increasing; and that a railroad to the bay will only be of service for a period each year, some considerable time less than the navigation period on the Great Lakes, and that no tramp steamers would be available to help reduce ocean freights, that extra strong vessels would have to be built, that marine insurance would be very high, thus increasing the freight rates, and that it is doubtful if a large portion of the road could be made pay its way owing to the absence of a fertile tributary country and also that inward freights would be small, consequently transportation rates could not, in the face of all these handicaps be low. A road to the Bay is one of the cherished hopes of many a settler of days gone by, whose only idea of a market was Great Britain. The zeal of the politicians in this matter to-day, is pretty largely due to the hope of securing a cry with which to successfully woo the electorate and outfoot the opposition and its adoption by any party is largely in the hope of its being a successful wacery, nothing more, nothing less! Mr. Hill's advice to take care of the public domain (in other words, our great asset) is something to be heeded, and his statement, that, "If a railway cannot live on the business it develops on its line it will die no matter what subsidy you give it. Nobody, no animal, man, woman, or child is worth raising if it has to be fed with a spoon from youth to old age," should be considered in conjunction with schemes to aid Canadian railroads by land, cash grants or guaranteeing their bonds.