

GRAIN BILL HELD OVER

(Press Gallery, Ottawa, May 19, 1911.)

The Grain Bill failed to pass the House of Commons before Parliament adjourned today and its consideration is consequently postponed until after the House re-assembles on July 10th. The second reading of the bill was moved today by Hon. Frank Oliver who asked that the bill be passed without delay in order that the arrangements that was to be appointed under its provisions might begin its work of supervising the grain trade before the present year's crop begins to be received at the terminal elevators.

Alex. Haggart, of Winnipeg, asked that the consideration of the bill be postponed and an opportunity given to the Winnipeg Grain Exchange to be heard before a committee.

Dr. Neely, W. F. Knowles, and Dr. Cash opposed delay in dealing with the bill, pointing out the importance of its being put into force in time for the handling of this year's crop.

W. D. Stables said that the bill should have been brought down to the House weeks ago so that it could have been thoroughly discussed and passed before now. No one was more anxious than he that legislation which the farmers desired should be passed, but this bill had been amended in such a way by the Senate that it was not what the farmers wanted at all, and he was opposed to its being passed without being thoroughly considered and discussed.

Dr. Schaffner's Challenge

Dr. Schaffner took much the same position, but referring to the clause which gives the government power to acquire or lease terminal elevators and operate them through a commission, asked if the government intended to place a sum in the estimates for this purpose.

Hon. Frank Oliver said if Dr. Schaffner and his friends would allow the bill to pass he thought it was possible that the government might provide the funds to take over some of the elevators.

This, however, was not satisfactory to Dr. Schaffner. "We have had too much experience," he said, "of letting things go through without a definite promise, to lead me to place my faith in the government. But I do say that if the minister would state right now that there will be a sum placed in the estimates to buy or lease these elevators and operate them we will not oppose the bill for a moment."

Mr. Oliver did not, however, accept the challenge. "My honorable friend knows," he said, "that no member of the government can pledge the government off hand in that way, and he is not fair in making such a challenge as that."

Glen Campbell, George Bradford and R. S. Lake, Western Conservative members declared themselves in favor of government ownership of terminal elevators and opposed the passing of the bill in its present form, and on the suggestion of the finance minister the debate was adjourned and the bill was allowed to stand over.

MR. CHIPMAN AWAY

Mr. G. F. Chipman, managing editor of The Guide, has gone to his former home in Nova Scotia for a short vacation.

HUDSON'S BAY ROAD TENDERS

Ottawa, May 21.—The government will call for tenders next month for the construction of the first 170 miles of the Hudson's Bay railway from The Pas along the route as now determined definitely for at least half the distance to the bay. The route of the second half of the line will depend on whether Port Nelson or Fort Churchill is chosen as the terminal. It is altogether likely that the former will be selected, but no definite decision will be announced until the reports of the engineer and hydrographic surveys now being made are completed. By next year it is expected work will be started from the eastern terminus of the line and construction will be vigorously pushed to completion by 1914. Another section of the eastern half of the line will be contracted for this summer. The road will be built under the direct supervision of the railway department.

HARD HIT

At a recent dinner given by Andrew Carnegie, an eminent lawyer, seated half way down the table, was deeply immersed in conversation with his neighbor when this host opened up the subject of the British coinage system and showed signs of winking, undivided attention. "Every other civilized nation," he declaimed, "has the decimal system, while England adheres to the absurd and cum-

bersome table of pounds, shillings and pence."

Rap-rap-rap. The taps were for the lawyer, who remained absorbed in his own conversation.

"And even farthings," continued the gentleman. "Is there anything else in finance so ridiculous as the farthing?"

Rap-rap. The lawyer glanced around some what impatiently.

"Judge G.," Mr. Carnegie called out, "why do the British continue their coinage of farthings?"

"To enable the Scotch to practice benevolence," Mr. Carnegie," returned the lawyer.

HOME PORK MAKING

The art of pork making on the farm has, to a certain degree, become lost. The establishment of enormous packing houses in the big centers, in which thousands of swine are handled at all seasons of the year has, in a large measure, been responsible for this. In many sections of the country farmers raise large herds of magnificent swine and frequently not a morsel of the pork is used on the home table. The hogs are shipped in car lots, sold to the packers, and the farmer buys his summer pork at the country store. Thus instead of getting the choicer product of his own raising, he has placed on his table coarse cuts of inferior animals for which he has paid dearly. From a business standpoint the farmer is the loser. The fact that the farmer ships his hogs to the packing house several hundred miles away, pays the freight, and then buys his pork from the same packer through the country retail merchant, having thus to pay the freight both ways, the retailer's profit and the packer's profit and then gets, in the end, an inferior grade of pork, seems ridiculous.

The progressive farmer of today should not only provide his own fresh and cured pork for family use, but also should be able to supply at remunerative prices such persons in his neighborhood as appreciate the excellence and general merit of country or "home made" pork product.

It is no doubt true that the farmer has, at some time or other, attempted to cure his own pork, but lack of knowledge and experience has made his first attempt a failure; hence he has abandoned home cured pork for the packing house product.

However little a farmer knows about the art of raising pork, it is not difficult for him to obtain the desired information in order to make a success at this industry.

A popular book has recently been published entitled "Home Pork Making." This book furnishes in a plain manner just such detailed information as is needed to enable the farmer to successfully and economically slaughter his own hogs and cure the pork. All stages of the work are fully described, so that even without experience or special equipment any intelligent person can readily follow the instructions. Hints are given about finishing off hogs for bacon, hams, etc. Then, beginning with proper methods of slaughtering, the various processes are clearly presented, including every detail from the scalding vat to the kitchen baking dish and dining room table.

Smoked pork is a delicacy; moreover, smoking is one of the surest methods of curing to warrant the pork keeping. A chapter of this book devoted to smoking and smoke houses affords all necessary light on this important subject, including a number of helpful illustrations. The concluding portion of the book affords many interesting details relating to the various cuts of meat in the big packing houses, magnitude of the swine industry and figures covering the importance of our home and foreign trade in pork and pork products.

"Home Pork Making" can be secured for 50 cents postpaid from the Book Dept., Grain Growers' Guide, Winnipeg.

CLEANSING A RAILWAY CAR

It is a German engineer who has constructed a steel disinfecting cylinder large enough to hold a railway car, so that a railway coach can be sterilized quickly, thoroughly and inexpensively, without taking out the fittings and hangings. The car is run into the cylinder, sealed in and heated by steam coils to one hundred and forty degrees Fahrenheit. Air is then pumped out until such a vacuum is formed within the cylinder that water will boil in it at that temperature. Thus all moisture is evaporated from the car, without injury from great heat. Then the cylinder is filled with formaldehyde gas, which kills all insects and germ life in the car. In twenty-four hours the car is again ready for service.



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A number of Guide readers have asked for a book that will tell them all about automobiles. After a great deal of trouble we have at last found the best book on the subject. It describes every trouble that the automobile meets with, and tells how to remedy it. It is guaranteed by experts, and our readers in ordering it can be assured they are getting the best book on the subject. It has 220 pages and is illustrated. It will be sent by return mail for \$1.00 post paid.

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