

compete with the strident tones of a snake-charmer or other midway denizen, but there to discourse good music, the title of the pieces played being placarded around and on handbills. As a consequence, the music is excellent, usually being rendered by the crack military bands.

A great educational feature of the British shows, especially to the transatlantic visitor, is the exhibit of the artificial manures; cake and other feeding stuffs manufactured, and also the splendid exhibits made by the seedsmen.

The performing elephant, loop-the-loop man, and trapeze performers are conspicuous by their absence across the briny; the jumping enclosures draw crowds, however, to see hunters, hacks and ponies perform for prizes, some over hurdles, stone and water jumps, and applause is unstinted for meritorious performance.

The implement men don't miss a show, because it is there they introduce their newest articles to the farmers; even the live-stock insurance men are on the ground, and as in Canada, the agricultural papers have their booths. Judging starts promptly at the hours set for it, and is, as a rule, quickly and efficiently done, usually by two men, with only one attendant in the ring for each animal. One even hears in Great Britain the occasional kick of a dissatisfied exhibitor, who hints at wirepulling in the appointment of judges. These British shows have not reached that stage of progress known as the single-judge system in force at Winnipeg.

Stock is always shown conditioned for the show, and one does not hear of excuses, such as I have heard in Winnipeg, that the stuff was just off the grass. If the Old Countryman made such a statement to you, it would be to draw your attention to the (in the case of beef cattle) superlative excellence of his animal in the laying on of flesh. One would hear, as John Graham states—the cattle get nothing but what they get off the grass—the omission is in not mentioning the small troughs located in one corner of the field, which are once or twice daily charged with cake!

The catalogue is the main distinguishing feature of the British live-stock show over the Canadian or States exhibition. In it one finds a plan of the grounds and buildings, and is thus enabled to locate easily the exhibit he wishes to see; in it is a time-table of the judging, which is adhered

to. The number distinguishing any animal from its fellows is there beside the pedigree information, name of owner, etc., which all well-constituted catalogues should contain, and on the next day after the judging the prize-list is printed, and is to be had gratis with the catalogue, which costs one shilling. One exhibitor's stock is not all grouped together in the stalls, but is along with its classmates, and thus the person absent from the show at the time of judging is enabled to some extent to compare the cattle or other stock in the stalls. The number on the animal in the stall and in the catalogue always corresponds. Another splendid feature of the live-stock end of the show is the parade of the winners in their classes, and winning sequence, every morning at 10 a.m. The stock is more than paraded, it is drawn up at various places in the ring, within easy view of the spectators, and kept there for some time, so that any person can make a hasty summing up of a class. No evening stock parade is held, as at Winnipeg, for which I am unable to see one redeeming feature. Cattle should be taking their rest in the evening, as they have probably been prodded and moved around all day long. Then, again, all the grand stand habitue knows of the live-stock parade, when it is over, is that he or she saw the prize animals, or so many head of cattle, horses, etc. The Old Country showground is also deserted at 7 p. m., except by attendants or policemen. Many a transfer of title to an animal takes place at the British show, which is no mean market for the man with good stuff.

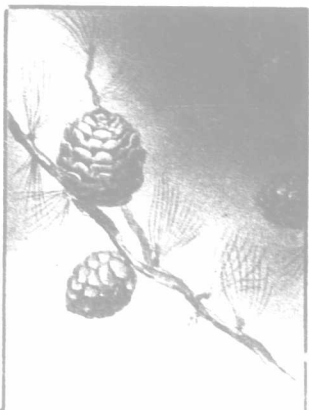
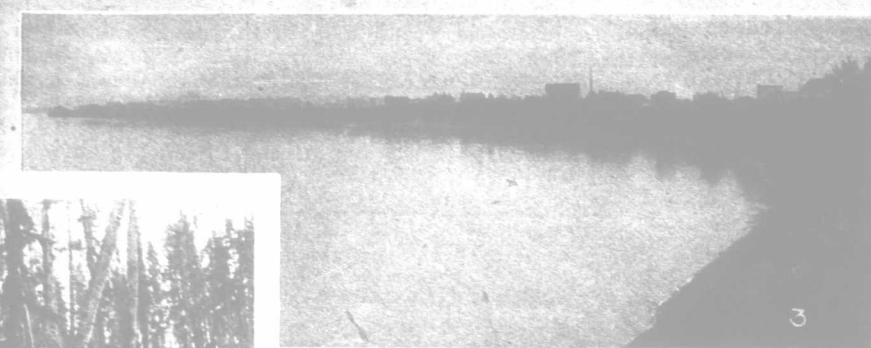
Our lady readers, especially, will be interested in the new hand- and wrist-bag premiums announced elsewhere in this issue, and which may be had by getting new subscribers to the "Farmer's Advocate." We have taken care to secure articles of great value, which will be appreciated, and trust many of our readers will take advantage of these as well as other premium offers.

Twenty-five million eggs were exported from Asia Minor in 1901.

Moving This Year's Wheat.

In a few more weeks harvest-time will be with us. In some districts crops have suffered from drought, but taking the country in general a heavy crop will likely be reaped, and with the increased acreage over last season the stream of wheat that must this year go down the spout is almost certain to exceed that of 1902. When we remember the difficulties, annoyance and loss associated with the transportation of our last crop to the water front, we become apprehensive of trouble ahead in moving the present crop. One year ago it was hoped that such a condition would never exist again, but all evidence at present points to nothing else than a repetition of what caused so many farmers to speak of our railway systems in terms most uncomplimentary.

The great and only remedy which can prove a universal panacea for the ills of transportation in the West is well known to be more railway; leading to the great waterways. These we are sure to have, but not for a few years. It takes time to build a railway, and in the meantime we must be content with looking for improvements in our present systems. The C. P. I. Company claim that their failure to give satisfaction was largely due to bad water for engines, and to the fact that new engines could not be secured from the manufacturers. Since then they have had time to remedy the latter defect, and very shortly an announcement will be made showing a large increase in rolling stock for the purpose of moving the wheat crop of 1903. The C. N. R. have been taking similar steps, and both companies are enormously increasing their elevator capacity on Lake Superior, as is also King & Co. Throughout the country, too, a great many new elevators are being erected, notwithstanding the active campaign in favor of farmers loading their own grain. American companies are principally concerned in the construction of these new storehouses, the total capacity of which cannot yet be ascertained. In addition to this, the sidings which the C. P. R. are constructing between stations on the main line cannot fail to be an advantage. It is questionable, however, if these improvements in the service will prove



FARMER'S ADVOCATE.

AS SEEN ABOUT PRINCE ALBERT.

1. A bunch of cattle in the Prince Albert district.
2. Line up of the wannigans on the Saskatchewan.
3. View of Prince Albert from the Saskatchewan River.
4. Ready for the start, near Prince Albert.
5. From look to granary, Prince Albert district.