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Editorial.

Grain Growers to Receive Justice.

Mr. R. C. Henders, one of the Manitoba Grain-growers' delegates who went to Ottawa to endeavor to amend existing conditions in the buying and selling, shipping and transporting of grain, called at the "Advocate" office on his homeward journey. Mr. Henders was well pleased with the result of the conference with the Ottawa Parliamentary Committee, and stated that a bill has been drafted embodying in effect provisions conceding to the Western grain-growers all the demands made, and to the passing of which the Parliamentary Committee, consisting of all the Western representatives, pledged themselves. Mr. Henders said the delegates were highly pleased with the courtesy with which they were treated personally, and particularly with the consideration and broadness with which the several points at issue were discussed. All the clauses in the existing bill to which objection had been taken were either removed or amended, and all clauses calculated to bear an ambiguous interpretation were put into clearer phraseology, so that we may hope this cause of much hot discussion and back-biting between grain-growers and buyers is about to be removed, and a clear understanding and smooth working of the act secured.

The following are some of the more important points on which the assurance of the committee has been obtained:

1st.—That farmers shall have the right to build flat warehouses and equip them with loading machinery.

2nd.—That farmers shall have the right to spot cars at the elevators, flat warehouses, loading platforms, or any place along the siding where they so desire.

3rd.—That an order-book be kept by the station agent, in which names of applicants and number of cars required shall be taken down in the order in which application is made, and the cars shall be numbered consecutively. That where there is failure at any shipping point to fill all orders as quickly as required, the following order of distribution shall be observed: Beginning at the top of the list, and proceeding downward to the last name entered, each applicant shall receive one car as quickly as they can be supplied. Then beginning at the top of the list of unfilled orders, and proceeding downward again to the bottom of the list, giving each person whose name appears on the order book as having unfilled orders one car, and the above method, beginning at the top of the list of unfilled orders and proceeding downward to the last name entered on the list, shall be followed until all orders have been filled; it being understood at all times that no applicant shall receive more than one car in any one round.

4th.—That the grain be sold in the Old Country on the Western inspection.

5th.—That commission merchants and track buyers be required to furnish to consignor on demand, particulars of each sale, within twenty-four hours of such demand being made.

7th.—That track buyers and commission merchants be compelled to take out a license, and to furnish bonds.

Will China and Japan Buy Wheat?

What is the possibility of opening up a market for Canadian wheat in China and Japan? is a question worthy of some attention by Canadians at the present time. A member of the "Advocate" staff, while travelling recently, enjoyed an interview with a wealthy French merchant who was returning from the exhibition at Oshaka, Japan, where he had been in the interest of his business. After viewing the magnificent wheat fields of Eastern Assiniboia and Manitoba, this intelligent foreigner declared that some day much Canadian produce would find a market across the broad Pacific Ocean. While in Japan it had been his pleasure, he said, to attend a banquet given by the Canadian Minister of Agriculture, at which only Canadian products were served up. Around that table sat a great many Japanese of influence in the country, and they were unanimous in their appreciation of the Canadian butter and wheat bread. These people, he continued, were imitators first, last and always. They were copying the methods and customs of older civilized nations; the better class of them had already begun to use wheat flour, and those in more humble circumstances would soon follow. In China he believed a similar condition of affairs existed, and it would probably not be many years until the people of the Orient would improve their bill-of-fare, which now consists mainly of fish and rice.

J. J. Hill, President of the Great Northern Railway, who has been giving considerable attention to this subject, also believes that a market for wheat can be opened up. So strong are his convictions upon this point that he is now building large steamers for the purpose of carrying wheat from the Pacific Coast to China, Japan and other Oriental countries. He contends that wherever wheat flour has been introduced it has steadily gained in popularity, except among certain tribes of blacks. Mr. Hill claims that the great need of the American farmer to-day is better markets. During the last year, iron, lumber, fuel, and nearly everything else that is required on a prairie farm, has advanced in price, while wheat has not: principally because it is sold in open competition with the products of the world. As a remedy for this, he would create a new market which the American farmer could reach with his wheat at a smaller cost than the wheat-growers of other countries. If the Asiatic rice-eaters could get wheat flour at a fair price, they would buy it, but the trouble at present was there was not steamers to take it to them.

What the great railway magnate of the south has said is full of significance to Canadian farmers. We are just as close to these prospective markets as the wheat-raising farmers of Minnesota and Dakota. We have railway facilities to the Coast, and these are to be increased, which will mean a reduced rate from this side the mountains. If the people of the Orient are going to use more wheat, and there is every indication that they are, they must have a taste of our No. 1 hard. There are enough people over there to take all that can be produced in the western portion of both United States and Canada, even if they only consumed one bushel each per year. Mr. Hill has said that a very large amount could have been marketed there last year if steamers had been available. It surely would have been a great relief to farmers in this country had an occasional train gone westward to relieve the congestion which existed.

believed that the C.P.R. at present have the development of the Oriental wheat market under consideration; a line of steamers for this trade are being talked of. At present one of the greatest drawbacks is the heavy haul through the mountains, which, necessarily, makes the freight rates high; but with the completion of the Crow's Nest road to the Coast, and the construction of G.T.R. and C.N.R. through easy passes of the mountains, the way to the seaboard will be easier. Meanwhile it devolves upon the Dominion Government to do all in its power to develop the Oriental market for Canadian wheat, so that when a substantial trade from the Pacific Coast has been established, the farmers of the American Union and the ambitious and far-sighted railway men to the south may not be the only benefactors.

Siftings.

This is the time to see that the mowers are in good order, the screws all sound, and the bolts tight. See that you have a few spare sections and rivets on hand.

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A factory is being erected in New York in which pig skins will be tanned under a new process and afterwards manufactured into tires for vehicles. Whether this will increase the demand for piggy in Winnipeg is not yet decided.

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It is estimated that the losses of cattle and sheep in Montana during the big storm in May will amount to nearly \$5,000,000. In some sections fully ninety per cent. of the sheep on the ranges perished.

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It begins to look as though the mule may some day cut a figure at the live stock show. Superintendent Coburn, of the St. Louis World's Fair, says that he will not only be on exhibition, but will enjoy a prominent position. An exchange has suggested that it may be impossible to get him into the ring.

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Winnipeg Industrial Exhibition promises to be bigger and better than ever this year. Brandon will take no second place, Edmonton promises to be a record-breaker, Calgary is leading forth to newer and better things, and all along the line of shows and exhibitions there is reason for believing that this is to be a bumper year.

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One of the most beautiful sights ever seen in California, according to the papers of that State, was observed at Corona this month, when a vast cloud of butterflies passed over the place. They flew about five feet from the earth, and the mass was half a mile wide and several miles long. No one knows how high in the air the flock of brilliantly-colored insects extended, or where they went or came from.

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The Millers' National Federation of the United States met in Detroit on June 5th, and decided that it would be in the interest of the American milling industry to have better trade relations between the United States and Canada. In fact, so certain did they feel on this point that a strong resolution was prepared for presentation to President Roosevelt, asking for a broad, liberal and comprehensive policy of genuine reciprocity.