

THE FARMER'S ADVOCATE AND HOME MAGAZINE.

THE LEADING AGRICULTURAL JOURNAL IN THE
DOMINION.

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1. **THE FARMER'S ADVOCATE AND HOME MAGAZINE** is published every Thursday. (52 issues per year.) It is impartial and independent of all cliques or parties, handsomely illustrated with original engravings, and furnishes the most practical, reliable and profitable information for farmers, dairymen, gardeners, stockmen and home-makers, of any publication in Canada.
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The Wide-swath Implement Pays.

In buying a mower or binder, never take any but a wide-cut machine. What is a medium swath to-day will be counted narrow to-morrow, and it pays to look ahead and provide ourselves with the most expeditious machinery that is practicable. Unless we do, we are bound to be pinched by the wages which a more progressive generation is going to demand. Had more foresight of this kind been exercised ten or fifteen years ago, the present scale of wages would not have proven such an inconvenience as has been the case. The comparatively sudden rise in wages during the last decade caught us with slow-working implements and two-horse facilities, when we should have been armed with faster-working machines and four-horse outfits. To change at once was impossible. Sudden change of methods or facilities is always costly. Let us heed the past, and look ahead. In buying a mower or binder, the question should not be, "Will this machine cut all my grain or hay?" but, "Will it enable me or my hired man to earn maximum wages while doing the work? Will it enable me to despatch my haying more advantageously? Will it prove a net economy, setting the saving of time over against the slight extra cost and interest thereon?" We believe the wide-swath implements pay, and they will pay better in future than they do to-day.

The policy-holder who 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?

Surely you know where you can get one new subscriber. Of course, if you can send us more, so much the better, but we are looking for at least one. We have some excellent premiums to choose from.

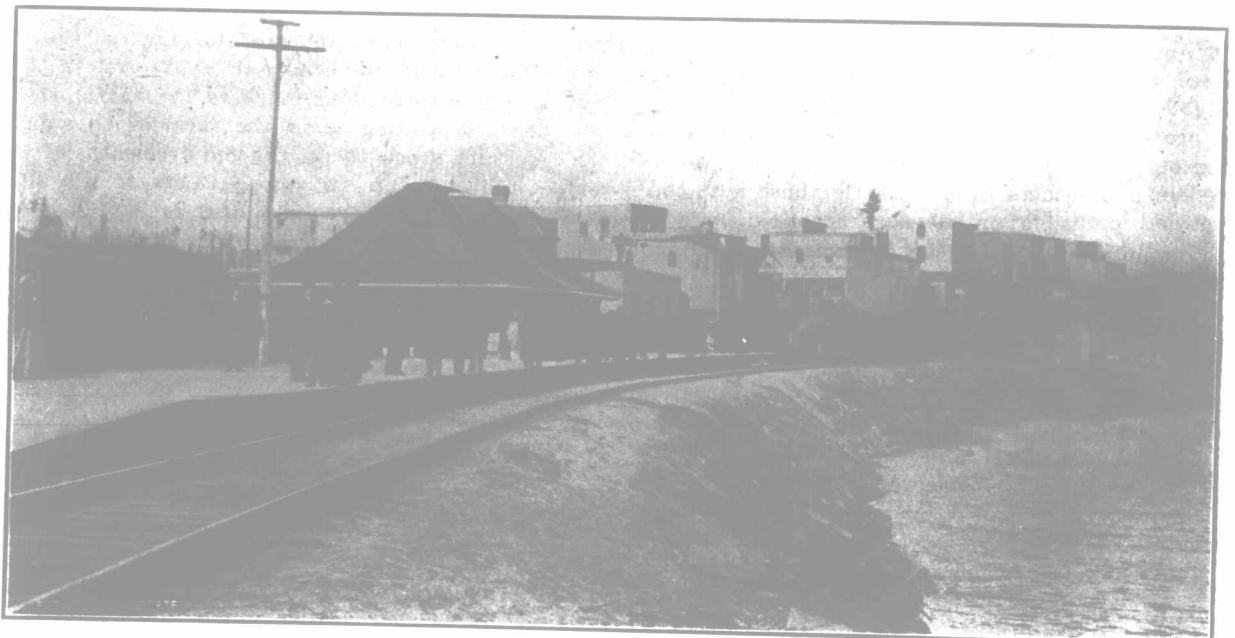
The Great North Land of Ontario.

Northern Ontario is the supreme test of the Legislative and Administrative capabilities of the Provincial Government. Securely established in a beaten track of progress and prosperity, the affairs of Old Ontario practically run themselves. Not so in the great north land, where the problems of settlement, of land, of timber, of mining, of transportation, of power, and of agriculture, are all new. The opportunities of a land of marvellous possibilities are here, all compressed into a moment.

Combining the old and the new, Ontario is verily a wonderful Province, embracing every element of material advantage, from the luxurious vineyards and peach orchards of Niagara, to the fisheries of Hudson's Bay on the north, and from the wooded headwaters of the Ottawa in the east, to the bounds of Manitoba on the west. Within this mighty block lie sources of wealth illimitable, with all the fortuitous aids of geographical position, virility in its people, stable institutions, and a favoring climate to boot. Our people are only awakening to the privilege of living in such a land. There is none other like it. Farming and manufacturing are the main spokes in the wheel of Old Ontario's progress, and have chiefly contributed to make the Provincial Capital the banking capital of Canada, exceeding Montreal in amount of paid-up capital, rest, total deposits, and assets. But in the Ontario that lies north

kaming; substantial and steady-going New Liskeard (also a port), on Wabis Bay, of the same lake; a pleasure-trip in the Temiskaming Company's steamer, "Meteor," to Ville Marie, on the Quebec side, and another of 66 miles on the Temagami fleet; a run to the "end of steel," and the railroad construction camp, where 1,500 men are employed by contractor A. R. Macdonell; and passing glimpses of the first clay belt of nearly fifty townships taken up, extending north and west from New Liskeard.

An extra day for a personal tour back through the farming settlements would have added very materially to the value of the expedition to those unfamiliar with the real progress and condition of agriculture there, and its various needs. With two or three exceptions, in whom the old notion of a "jaunt" at the public expense does not appear to have quite died out, the party took the tour seriously, as a means of acquiring very greatly-needed information, at first hand, about a country for which they are to legislate in the interest of the people. A great deal more of this personal investigation by legislators and others should be done in this vast country with so few representatives. The youthful hilarity view did not commend itself to the good judgment of the expedition, as a whole, and it would be just as well, once and for all, to understand that the public, particularly the agricultural community, will not stand for expenditures of money for that sort of nonsense. To the credit of the Government, and as a recognition of the growth of public sentiment, no liquors were provided for the tour by order of the Premier, a policy that like-



Cobalt Town, Station and Lake.

of Georgian Bay, Lakes Huron and Superior, it is the forest and the mine that yet loom largest in the public eye, with the tourist's paradise in the lake country of Temagami and Temiskaming, and the great clay belts for agriculture, a good second.

THE LEGISLATIVE TOUR.

Into this great north land, about the first of June, "The Farmer's Advocate and Home Magazine" went on the Legislative Tour over the Temiskaming & Northern Ontario Ry., with a party of about 130—Cabinet Ministers, M. P.'s, Judges, Railway Commissioners and Journalists. The guiding spirits of the excellently-managed expedition were Hon. Frank Cochrane, Minister of Lands, Forests and Mines; Mr. Cecil E. Smith, Chairman of the Commission of three who construct and operate the road for the Ontario Government; and Mr. H. C. Maissonville, Secretary to the Minister of Public Works. Hon. J. O. Reaume (unavoidably absent through illness), upon whom chiefly devolved the work of organizing and carrying out the tour. With the party were Hon. J. W. Hanna, Provincial Secretary; Col. A. G. Matheson, Treasurer; Hon. Dr. Willoughby; and Messrs. J. L. Englehart and D. Murphy, the two other members of the Commission. Unqualified acknowledgment of the appreciation of the tour was made before returning by the resolution of J. R. Dargavel, M. P. P., seconded by J. B. Tudhope, M. P. P. To all who had not been north before, the expedition was a revelation of the country's timber wealth all along the line, tangible evidence of this being seen in such concerns as the Imperial Lumber Company's fine mill at Latchford Station, in the mining activity at the town of Cobalt, with a population already exceeding 2,000; at bustling, buoyant, progressive Haileybury, with its splendid dock on Lake Temis-

wise commends itself to Col. Matheson, who holds down the Treasury lid.

THE RAILWAY SITUATION.

From Toronto to North Bay, over the rails of the G. T. R., is some 226 miles. At this point begins our experiment in Government ownership—the Temiskaming & Northern Ontario Railway, constructed at a cost of between \$30,000 and \$40,000 per mile, and which last year turned over \$113,000 net revenue to the Province. This year will show a very large increase. It is regularly operated a distance of 113 miles, to New Liskeard, through the timber-covered, lake-besprinkled, rock-bound, mineral belt. For over 50 miles further the rails are laid, but not fully ballasted, and 40 miles more are graded and almost ready for the steel. From that point to the intersection of the Grand Trunk Pacific main line from Quebec to Winnipeg, is about 30 to 40 miles, or approximately 125 miles north of New Liskeard. Construction on the T. & N. O. R. will likely halt for the present within a few miles of the expected crossing, awaiting developments on the transcontinental line. It will mean much to the Ontario road to carry up the building supplies for Grand Trunk Pacific construction. From the foregoing figures, the G. T. P. R. will cross the country some 456-odd miles north of Toronto. About 8 miles beyond where the rails are now laid is the famous height of land, which divides the waters running southward from those flowing toward James Bay. Here is a rocky ridge some 12 miles across, and then comes the second or great clay belt, westward from Lake Abitibi, of 12,000,000 acres, of which some 70 townships are surveyed, but not yet opened by the Government. When it is, and the road is finished, there will be another rush of the land-hungry.

Heretofore the T. & N. O. R. has been handicapped by not having its own terminal facilities