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Wonderful Invention Restores Health by Nature's Method

There's no need of ruining your stomach by dopping it with drugs, trying to overcome pain or some chronic ailment. No need of doctor and drug bills, for here is a remedy that cures in Nature's way.

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what was formerly known in the West as "summer-fallowing."

With the exception of the addition of the use of a soil-packer there is no change in the methods formerly employed, when the spring rains and frequent cultivation were depended upon for the packing of the soil.

Packers are, without doubt, most useful instruments on the farm and where from any cause, the soil is loose, they should be used. They are, however, expensive implements and within the means of comparatively few of the new settlers. Fortunately, early plowing and frequent shallow cultivation may be depended upon to produce almost equally satisfactory results in the majority of cases.

CULTIVATION OF STUBBLE.

When farmers summer-fallow one-third of their cultivated land each year, as they should, one-half of each year's crop will be stubble. For wheat the best preparation of this land is to burn the stubble on the first warm, windy day in the spring, and either cultivate shallow before seeding or give one or two strokes of the harrow after seeding, the object to form a mulch to conserve whatever moisture may be in the soil, until the commencement of the June rains.

The portion intended for oats or barley, should be plowed four or five inches deep and harrowed immediately; then seeded and harrowed as fine as possible. In case time will not permit of plowing, good returns may be expected from sowing the seed oats or barley on the burnt ground, and disking it in; then harrowing well.

FALL PLOWING.

With regard to fall plowing it may be said that, as a rule, on account of short seasons and dry soil, very little work can possibly be done in the fall, but if the stubble-land is in a condition to plow and the stubble is not too long, that portion intended for oats and barley may then be plowed, if time permits.

It is, however, a mistake to turn over soil in a lumpy or dry condition, as nine times out of ten it will remain in the same state until May or June, with insufficient moisture to properly germinate the seed, and the crop will very likely be overtaken by frost.

As to the quality of seed to grow,

and the depth of sowing, long experience has shown that the best results are had in Saskatchewan by the sowing of one and a half bushels of wheat per acre or two bushels of barley or oats. Sowing about two inches deep has given the most satisfactory returns, and the seed should be got in as early as is practicable.—Angus McKay, Supt. of Indian Head Farm, in Pamphlet No. 3, Ex. Farm Series.

PACIFIC WHEAT SHIPMENTS

The movement of grain west instead of east is the beginning of a new course of traffic that will have a world effect when the Panama canal is completed, cutting thousands of miles off the ocean trip to Europe and personally benefiting every farmer in Western Canada, particularly in Alberta, where the rail haul to the sea is shortest. The official announcement states that the change from the Atlantic to the Pacific route will allow a quicker return of cars and cut down the cost of handling "empties."

It is good business for the railway, and a big lift for the wheat growers, and will mean very much to Calgary, because that town will of necessity be the gateway through which the new coast-bound traffic must pass. It is in conformity also with the cardinal principle of any railway company to foster the prosperity of the people along its lines, because on their prosperity depends the growth of traffic.

This westward extension of trade is really the crystallization of effects from a cause that has been quietly operating for some time. The center of wheat production has been shifting somewhat rapidly from the Middle States to the more Western States of the union and to the Canadian West, farther and farther from the Atlantic seaboard, and nearer to the Pacific. The haul by rail to the Atlantic has been growing longer and consequently much more costly. A natural relief presents itself in the Pacific route, which is cheaper even though longer, and even though its outlying end is still in the ports of Europe.

That route now passes around Cape Horn—a long loop down one ocean into another and away across to England and the German coast. When it is shortened by the cut across the isthmus to the Gulf of Mexico, it will automatically determine the line of outflow for the wheat of this continent to the old and ever-increasing market on the farther side of the Atlantic. Eastern wheat, both American and Canadian, will continue to go east by rail and water, but western wheat will go out to the Pacific.

The dividing shed will probably be along the eastern boundary of Saskatchewan, in Canada, and in the States along the eastern boundary of California, Oregon and Washington. This means that the bulk of the North American wheat crop, being produced in the western Canadian fields, will soon be moving west, instead of east, even while its ultimate destination remains in Europe.

As yet the trade westward in grain is largely in the form of flour and only a very small percentage of the inhabitants of eastern Asiatic countries have yet learned the taste of wheaten bread, but it is inevitable that when flour has established itself as a food staple in Asia, it will be poured out on those shores in the form of grain, to be milled in or near the area of consumption. This will be particularly true of Alberta hard wheat, which touched the "dollar-three" mark in the market at Port William last autumn.

When the Oriental trade has been squarely established, Alberta wheat, which grades one point harder than the No. 1 hard of the States, will bring its growers the highest bushel price in the world, because Europe will continue to call for it, and the demand in both markets will strain the possibilities of supply.

A high official of one of the American trunk systems says that while San Francisco, Vancouver and Prince Rupert will all derive enormous benefit from the growth of the new trade, the balance will favor Vancouver and Prince Rupert, because of their being some hundreds of miles nearer to Yokohama.

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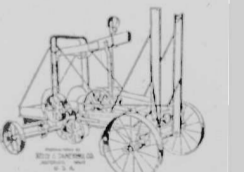
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