

too much space, but I think any person wanting to build a barn and stable about this size might get a few pointers from this that might help him out a little, as everything about it is original. We have used it for a year and a half and don't see where it could be improved upon.

W. SAUNDERSON.

## FARM

### What's the Matter with Rye-Grass?

EDITOR FARMER'S ADVOCATE:

In your issue of January 9th in your answer to "Taffy" you state that Western rye grass is well liked by some feeders and by others abhorred. Will you kindly give their reason for this? Last spring I seeded twenty acres mixed with the barley crop and drilled in (shallow). The same has grown splendidly. Will frost kill it if mixed with wheat and sown on summer fallow as soon as fit to work this spring? Soil, sandy loam.

CENTRAL MANITOBA.

[We have generally found that when rye grass has been discredited the crop has been allowed to become too ripe before being cut. Other grasses also become woody when left to get too ripe or when not well cured, but rye grass seems to lose its sweetness and nutriment quicker than some others, after a certain period of its growth. We have also heard some complaints that stock do not like rye grass hay, but we think that they soon acquire a taste for it if it has been well cured.

The seed sown as proposed should grow well and not suffer any injury—Ed.]

### Viriden Seed Fair and Stock Judging Contest.

The Annual Seed Fair of the Viriden Agricultural Society was held on Tuesday, Feb. 5th, and despite the weather, proved a great success. This enterprising society this year introduced a novel idea in the form of a stock judging contest for the young men. The seed fair, stock judging contest, addresses and banquet combined to make the day a profitable and pleasant one to those who attended.

In the forenoon the grain was judged by Mr. J. Bracken of The Dominion Seed Branch and Mr. S. A. Bedford of Brandon. At 1 p. m. the stock judging commenced. Mr. E. A. Stout of Westbourne outlined the method of procedure and seventeen young men entered the competition. In judging horses the winners were: 1st, John Shoemaker (cup) \$10.00; 2nd, James Gardner, \$4.00; 3rd, Stuart Gellie, \$2.00.

In judging cattle the ten dollar prize went to James Gardner, the 2nd prize of \$4 went to Hugh McIvor, and the third to Lyman Taff. These prizes were donated by Col. Hosmer, the enthusiastic president of the society and member of the Agricultural College Advisory Board.

At the close of the contest, which was held in the fire hall, the audience removed to the school building, where Mr. Bracken and Mr. Bedford delivered addresses on "How Shall We Maintain the Productive ness and Quality of Farm Crops?" It was answered by four ways: first, intelligently combatting plant diseases (rust and smut); second, using only the best for seed; third, systematically fighting weeds; and fourth, maintaining soil fertility. Mr. Bracken spoke on the first two points and Mr. Bedford on the last two. A hearty discussion characterized the meeting and all went away well pleased.

The exhibition of seed grain was large and of a good quality. Each exhibit consisted of an uncleaned (as from thresher) and a cleaned sample. In a class of eighteen entries in Red Fyfe, James Douglas was first, Stewart Kelly second, Elmer English third and J. Clendenning fourth. In 12 entries in oats Wm. Reid was first, securing 98 1/2 points of a possible hundred; James Douglas was second with 97 1/2; "Col." Ivens third; and Herb Cook fourth. J. McPhail showed a beautiful sample of imported black oats which, though rather thick in the hull, promises to be an extraordinary yielder. In barley, James Elder carried off the honors with a fine sample. "Col." Ivens won first with a bag of extraordinarily good timothy seed. Kenneth McIvor, the celebrated improver of Western rye grass, won first in this class. Mr. McIvor also showed a bag of English blue grass seed, another variety that he hopes to be able to develop into a suitable grass for Western Canada. In flax Wm. Reed won an easy first.

At 9 p. m. the members of the Agricultural Society and leading men of the town sat down to the annual banquet of the Society, thus fittingly closing a very profitable day. After satisfying the inner man for the greater part of an hour, the toast list was proceeded with, Col. Hosmer presiding:

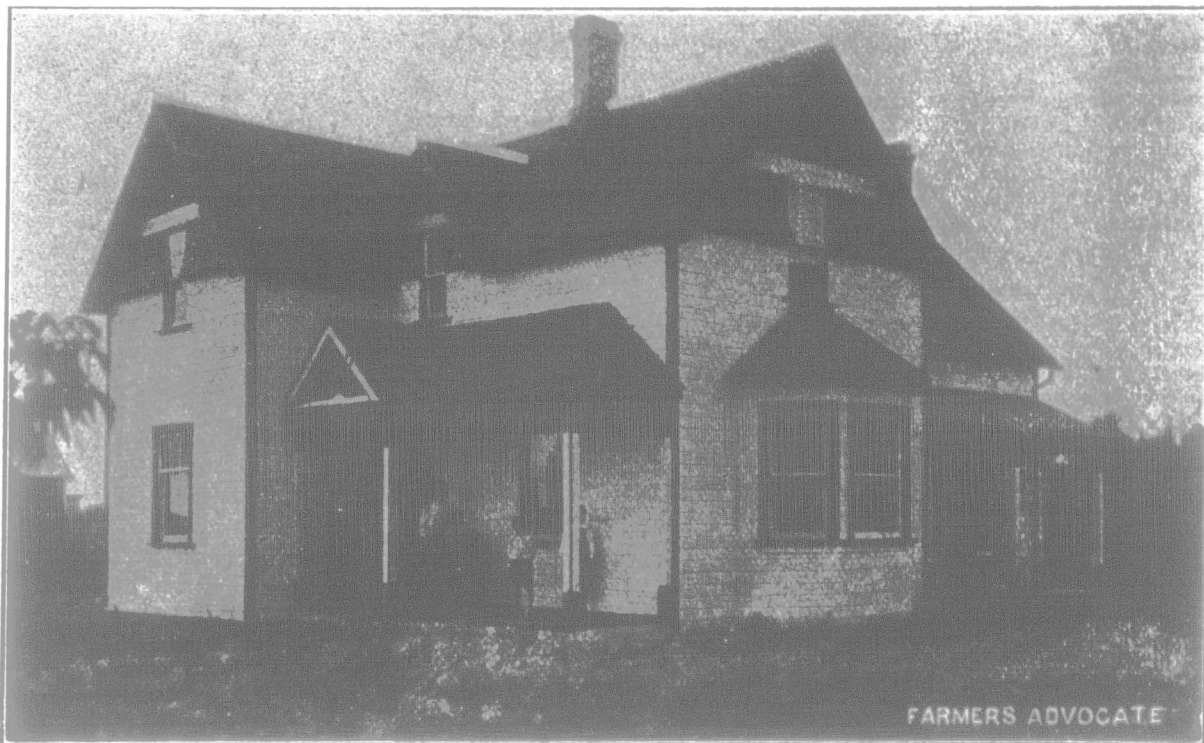
A letter of regret, from Provincial-Treasurer Agnew, regretting his inability to be present, was read. He stated, however, that \$1,000 would be forthcoming in a grant from the Legislature to assist in securing permanent buildings for the Society. After well merited toasts to the president, Col. Hosmer and the manager, James Rothine, "Auld LangSyne" brought the Second Annual Seed Fair to a close.

### The Homesteaders' Circle.

Since the great majority of new settlers, particularly homesteaders, find it impossible to proceed with their building and improving in the most economical manner, that is, they have to go to the expense of temporary building and purchase of machinery on notes, it has been suggested that some of those who have come through these experiences outline the course they would recommend to new comers. No two men we suppose would proceed in the same way to erect buildings, to break the same amount of land, to invest available money, and to conduct other details of management; hence a discussion of different methods would be interesting and instructive. Perhaps some of our new settlers could tell us how they propose to avoid the expense of building twice in a very few years; how much time they intend to spend on their own places; how they intend to buy their implements so that too much of their cost will not come out of the first crop or the money on hand at settling; what side issues if any, are followed to keep down living expenses; and whether or not a definite plan is being followed. This discussion would very properly be called the homesteaders' circle and we shall be glad to have as many as can be accommodated to sit in. Tell your neighbors what you think; it is to them you write, not to the editor.

well known that in the early part of the season all the available cars are naturally rushed to points where there is opposition, while those having no alternative but to await the company's pleasure are set aside until a more convenient season.

On the other hand the convention passed some resolutions that appear to the writer to be unworkable and passed without due consideration and regard for the interests of others, from which standpoint the Government would be in duty bound to consider them. Reciprocal demurrage is a far reaching question and requires grave consideration. There is a great difference between a farmer that only has himself and a few thousand bushels of wheat to look to, and a big corporation that has to cater to the wants of all classes and conditions of people throughout a vast area extending for thousands of miles, and it might lead to serious complications entirely unlooked for. For instance, we will suppose a farmer has five thousand bushels of wheat he wishes to get shipped out before the close of navigation. He goes to the station and orders five cars. If at the end of a week the company found themselves unable to supply these cars, this fortunate individual would then be enjoying a private income of five dollars per day, and then of course so long as the pay car came along on time it would not matter much whether the other did or not. It may be argued



FARM HOME OF MR. A. GRANT, SIDNEY, MAN.

### More Equipment and Fewer Lines

EDITOR FARMER'S ADVOCATE:

As much has been said and written of late upon the transportation difficulties, and as the car shortage still continues to be a burning question, it may not be considered inconsistent to pass a few more remarks upon this already much discussed subject. Six months have now passed since the opening of the grain season, and there is probably not twenty-five per cent. of the crop taken out from this part of the province yet. Although the line has been practically cleared for some time the arrival of cars continues to be painfully slow and most of the elevators stand for the greater part of the time with their doors closed. And as the advent of spring gives promise of a great increase in immigration, miles of projected new railroad construction combined with a general increase of business throughout the entire system, it gives rise to some speculations as to not only whether there is prospect of much relief before spring, but it appears doubtful whether the elevators will be emptied before the time returns to refill them. That the C. P. R. have done much during the past two years to eliminate the difficulties of transportation is self-evident from the increase of the number of trains that pass daily over the main line, but the requirements of the country appear to have passed altogether beyond them. The grain growers at Brandon passed many useful resolutions, among others being the enforced equality in the distribution of cars. Probably no part of the country, if this resolution were carried into effect, would be more directly benefited than central and western Saskatchewan. It is

that one man would not be allowed to order five cars at once, but under any condition it would be very liable to prove a serious menace for the companies. Among the many questions discussed at the Regina convention that of double tracking between Fort William and Moose Jaw would appear to give the greatest promise of fruitful results. If this were done it would enable all trains to proceed much more rapidly to their destination and with the least possible delay and would tend to minimize the number of accidents, which seem to increase in the same ratio as the traffic, and could not fail to give substantial and lasting benefit.

The inland elevator system might give some temporary relief, but if the present rapid rate of increase continues owing chiefly to the introduction of steam plowing in new districts, unless the forces of nature intervene, the effect of a ten million bushel inland system, three years hence would scarcely be noticed.

Perhaps, to probe to the root of the difficulty, it might be found in this: that the railway companies appear to be suffering from a severe attack of some mania that has taken possession of the many private individuals, that of unbridled grab. It appears to be the policy of the railway companies at the present time, in order to head off some less fortunate competitor, to rush new lines with the greatest despatch into all parts of the country that give promise of a future paying traffic, regardless of the interests and requirements of those that are already clustered around their existing systems. If the Government would suspend all charters except that of double tracking for a period of two years and give the