

ture, while the latter has for its funda-  
mentals the conservation of fertility.  
"Dry farming has three-fold prin-  
ciples. Its first aim is to store in the  
soil the falling moisture so that the  
action of drought might be eliminated  
and the soil be made to yield more uni-  
formly year to year. In the second  
place, it extends to the irrigated area  
by teaching the irrigation farmer to  
store in the soil the falling moisture  
and make less the need for irrigation.  
The third aim is to reclaim for agricul-  
tural purposes that portion of the  
earth's surface which has hitherto been  
looked upon as irreclaimable—the por-  
tion which has only 20 inches of net  
precipitation annually."  
"As this portion of the earth's sur-  
face," concluded Dr. Widstoe, "is about  
six-tenths the whole area, it is plainly  
seen that this aim will in time become  
the greatest of all."

Prof. Bedford, deputy minister of  
agriculture for Manitoba, referring to  
the extent of Western Canadian terri-  
tory interested in dry farming, pointed  
out that a great section of Southern  
Manitoba, particularly around the  
Melita district, was dry and sandy, as  
were Southern Saskatchewan and  
Alberta and parts of British Columbia,  
and needed dry farming methods.

#### Western Canada Captures Prizes

Western Canadian farmers made a  
good showing when the first half of the  
prize list was issued tonight. In the  
first place, H. Holmes, of Raymond, Al-  
berta, captured the sweepstake prize  
open to the world for the best bushel  
of hard wheat; while out of 46 prize  
winners and "favorably commended"  
in the wheat, barley and oats classes  
over 40 were Canadian farmers.

Mr. Holmes, speaking of his success  
tonight, said it was a noticeable feature  
of his attainment that this, the highest  
prize for dry farmed wheat, was the  
same kind of wheat with which Seagar  
Wheeler created the world's champion-  
ship—Marquis. Incidentally it was  
Wheeler's success at New York which  
caused him to choose Marquis for his  
prize cultivation. Some of the seed  
came from Magrath, some from Mac-  
leod, some from the provincial show at  
Calgary, some from Winnipeg, and some  
from Seagar Wheeler himself.

"This was all sown in the same  
field," said Mr. Holmes, "and sown  
deeply. Being deeply sown was, I be-  
lieve, the reason it weathered the June  
drought. It yielded 31 bushels to the  
acre."

The champion dry farmer, who is a  
Mormon, hailed originally from Utah,  
where, in the early days, "they had to  
dry farm or quit farming." In 1900  
he joined the trek to Southern Alberta,  
where he took up land, trying to farm  
it to the best of his ability on scientific  
lines. He contended with his neigh-  
bors against irrigation in favor of dry  
farming, and carried on his scientific  
methods, sending his son, Henry M.  
Holmes, to the Ontario Agricultural col-  
lege. His prize wheat weighs 65½  
pounds to the bushel.

When the Holmes award was publish-  
ed a complaint was immediately regis-  
tered by F. W. Foster, of Pincher Creek,  
whose exhibit was grown on the farm  
of R. C. Hansen, Pincher Creek. Foster  
declares his wheat goes 68 pounds to  
the bushel.

#### Officers Elected

The principal business of the Wednes-  
day evening session was the election of  
officers. Hon. W. R. Motherwell, Sas-  
katchewan's Minister of Agriculture,  
was unanimously elected president of  
the congress. Dr. John A. Wiltsoe, the  
retiring first official, becoming the hon-  
orary vice-president. The American  
vice-presidents elected were Professor  
William Jardine, Kansas; Daniel Mor-  
gan, Spokane, Washington; R. A. Fred-  
ericks, Prescott, Arizona.

International vice-presidents were  
then elected, the result being:

Division for the British Empire—Al-  
berta section (unreported); Australian  
section—Niel Nielson, New South  
Wales; British Columbia section—Hon.  
H. Bostock; Saskatchewan—Professor  
E. Brocken; Manitoba—(unreported);  
South Africa—General Louis Botha;  
India—Hon. Leslie Coleman. In addi-  
tion vice-presidents were elected for all  
the foreign countries represented

# Wire Fence Prices



## HAVE ADVANCED

### The Sarnia Fence Company, Limited

#### SARNIA - ONTARIO



Are you aware of the fact that the price at which we are selling the finished woven wire fence is less than the actual cost of the wire on the open market today? Are you aware that the only thing between the farmer and higher prices for fence, is the contract which we, The Sarnia Fence Company, hold with our wire makers to furnish us with wire at an agreed price for a certain period? When the amount of wire which we have contracted for is used up, we must pay more for our wire, and we in turn must increase our price of fence.

Until The Sarnia Fence Company's direct to the farmer policy became the dominant factor in the Canadian field, the price of fence has always been advanced as soon as the wire market would permit it, and the farmer had no option but to pay the advance.

Now we are going to sell at our old prices as long as our contract will permit, and we urge every farmer to take advantage of our offer, and purchase his fence at the earliest date possible. Orders will be filled in the order in which they are received, and the farmer who gets his order in first is surer of getting his fence at the low price, than if he waited until the usual time, and then found that others had got in ahead of him, and he was left to pay the higher price.

On account of our offering to continue our extremely low prices to the farmer, in the face of advanced prices all around us, it is likely that the demands made upon us will be so great that our supply will be taken up long before the fence season opens, we therefore cannot urge upon you too strongly the necessity of your placing your order at the earliest date possible. Send your remittance with your order, and we will guar-  
antee to deliver at the prices below, as long as our stock will permit. State in your order whether you wish your fence shipped at once or held and shipped at a later date.

The Sarnia Fence Company's direct to the farmer policy has saved the farmers of Canada many thou-  
sands of dollars. We shipped over seven hundred carloads of ROYAL Fence during 1912. We number our  
pleased customers by the hundreds of thousands. The above offer is another proof of our loyalty to the  
farmer. We propose to protect him to the utmost of our ability. Our well known guarantee YOUR MONEY  
BACK, AND WE PAY FREIGHT BOTH WAYS, IF DISSATISFIED, holds good on every bale of Royal  
Fence. READ THE PRICES, GET YOUR ORDER IN TODAY, SAVE FOR YOURSELF WHAT HAS  
NEVER BEEN OFFERED TO THE FARMER BEFORE.

5-40-0—Has 5 line wires, 40 in. high, 9 stays to the rod. All No. 9 hard steel wire. Spacing 10, 10, 10, 10. Price per rod

17c

6-40-0—Has 6 line wires, 40 in. high, 9 stays to the rod. All No. 9 hard steel wire. Spacing 7, 7, 8, 9, 9. Price per rod

19c

7-40-0—Has 7 line wires, 40 in. high, 9 stays to the rod. All No. 9 hard steel wire. Spacing 5, 6, 6, 7, 7½, 8½. Price per rod

21c

8-34-0—Has 8 line wires, 34 in. high, 12 stays to the rod. All No. 9 hard steel wire. Spacing 3, 3¼, 3½, 4¼, 5½, 6, 8. Price per rod

25c

8-40-0—Has 8 line wires, 40 in. high, 12 stays to the rod. All No. 9 hard steel wire. Spacing 3, 4, 5, 6, 7, 7, 8. Price per rod

26c

7-48-0—Has 7 line wires, 48 in. high, 9 stays to the rod. All No. 9 hard steel wire. Spacing 5, 6, 7, 9, 10, 11. Price per rod

22c

8-48-0—Has 8 line wires, 48 in. high, 12 stays to the rod. All No. 9 hard steel wire. Spacing 4, 5, 6, 7, 8, 9, 9. Price per rod

27c

9-48-0—Has 9 line wires, 48 in. high, 9 stays to the rod. All No. 9 hard steel wire. Spacing 3, 4, 5, 6, 8, 8, 9. Price per rod

27c

9-48-0—Same as 9-48-0, with 12 stays to the rod. Price per rod

29c

10-50-0—10 line wires, 50 in. high, 12 stays to the rod. All No. 9 hard steel wire. Spacing 3, 3¼, 3½, 4¼, 5½, 6, 8, 8, 8. Price per rod

31c

11-54-0—Has 11 line wires, 54 in. high, 12 stays to the rod. All No. 9 hard steel wire. Spacing 3, 3¼, 3½, 4¼, 5½, 6, 6, 6, 8, 8. Price per rod

35c

15-50P—Stock and Poultry Fence. Has 15 line wires, 50 in. high, 24 stays to the rod; top and bottom No. 9, filling No. 12. Spacing very close for poultry. Price per rod

35c

Staples, galvanized, 1¼ in., per box 50 lbs.

\$1.40

Brace wire (soft), 25 lb. coil, each

75c

Barb wire, galvanized (two point), 80 rod spools, each

\$2.00

STRETCHER—An all-iron stretcher, top and bot-  
tom draw, very heavy chain. Extra, single wire  
stretcher and splicer, freight paid with fence  
orders only

\$7.50

Farm Gate, made of 1½ in.  
Tubing, filled with all No  
9 Wire, 12x48. Each

\$4.00

Farm Gate,  
13x48.  
Each

\$4.25

Farm Gate,  
14x48.  
Each

\$4.50

Walk Gate,  
31½x48.  
Each

\$3.00

The above prices include freight prepaid by us to any railroad station (electric and boat lines not included), south of  
North Bay in Old Ontario. We do not prepay freight on gates, stretchers, barb wire, brace wire or staples, except when  
ordered shipped with fence.

Customers in New Ontario, Quebec, Maritime Provinces, and the Northwest may deduct 2c per rod from the above  
prices of fence, 25c from the gates, stretcher and barb wire, 15c from the brace wire, and 15c from the staples, customer  
to pay his own freight from Sarnia. Write us, tell us what style you want, and we will tell you what your fence will cost  
you after paying your freight. We have never yet found a locality in the Dominion of Canada where our price with the  
freight added was not less by a good margin than your local dealer or agent will ask you.

We urge you to get your order to us without delay, in order to save the advance. Remit cash with your orders. These  
prices on fence are less than the actual cost of wire on the open market today, and in order to prevent speculators from  
placing large orders, thus depriving the farmer of this advantage, we reserve the right to refuse any orders which in our  
judgment, would come under this head.

## The Sarnia Fence Company, Limited - Sarnia, Ont.

#### EXTENDING PERIOD OF NAVIGATION

Ottawa, Oct. 21. In an endeavor to  
avert a grain blockade Hon. Robert  
Rogers has been working on a plan to  
extend the period of navigation on the  
Great Lakes by a month so as to get  
down that much more grain by water.  
Arrangements for ice breakers at Port  
Arthur and Fort William have already  
been made so that that phase of the  
situation has been met. The main ob-  
stacle has been the subject of insurance.  
Today Mr. Rogers had a conference  
with R. J. Dale, vice-president of the  
Montreal board of trade and represen-  
tative of big insurance interests. The  
whole problem from every standpoint  
was thoroughly discussed and Mr. Ro-  
gers said at the close of the conference  
that he was very hopeful that a satis-  
factory arrangement would be reached  
between the shippers and insurance

men, for a prolongation of navigation.  
An announcement will be made shortly.

#### WANT HIGHER STEEL DUTY

Ottawa, Oct. 23. The demand of the  
iron and steel manufacturing interests  
for increased tariff protection is being  
renewed. An influential deputation of  
iron and steel representatives will wait  
on the government on Friday next to  
again argue a tariff change in their fa-  
vor as a compensation for the complete  
stopping of the bounties last year. The  
deputation will present elaborate facts  
and figures to show that the present  
protection, said to be only about ten  
per cent., is insufficient to meet on fair  
terms German, British and American  
competition.

When the present government came  
into power the steel interests believed  
that their request would be favorably  
considered, and it is understood that

when the question was placed before the  
government last session a tacit promise  
of favorable consideration was given.  
However, the opposition in caucus of  
the Western Conservative members and  
of some of the rural members from On-  
tario led finally to the turning down of  
the proposal by the government. This  
session the steel men expect to gain their  
request.

It is to be noted in connection with  
one phase of the steel industry that  
enormous quantities of steel rails have  
this year been imported into Canada  
in the face of duty of \$7 a ton general  
and \$5 a ton preferential on account of  
the inability of the Canadian mills to  
supply the demand. In view of these  
facts there has been some agitation in  
the West where railway expansion has  
been retarded through scarcity of rails  
to have the duty removed or reduced  
until the Canadian companies have filled  
their orders, which are already behind.