

these the centre of this trade, would we think, meet with greater success than any attempt to make the present city cattle market the centre.

The city, however, seems determined not to let go, so that for the next few years, until its representatives see the error of their way, as they undoubtedly will when they try to handle this fast growing trade in their present cramped quarters, we shall have to put up with a division of effort in the work of concentration. Besides the decision of Swift & Co., to establish a Canadian branch of their immense packing establishment at Hamilton, brings in a new factor. This concern is not likely to sit idly by and see a concentration of the cattle trade in Toronto without an effort to direct some of it to the city by the mountain. If the city authorities are so desirous to secure this trade for Toronto why was not an effort made to secure Swift & Co's establishment for Toronto? It would seem as if the Toronto city cattle market were being run in the interest of a few esta-

blished packing concerns in this city who have no desire to see others come into the field and who by keeping the market within its present limited area are able to retain it for themselves.

A New Competitor

According to Mr. J. D. Allan, of this city, who has visited Russia annually for several years past, Siberia is fast becoming a strong competitor of Canada in the British markets. Its people are mastering all the devices of modern agriculture. One province exported 24,000,000 pounds of butter last year and its exports of eggs are also large. One feature of the egg trade is that the whites and yolks of a large number of eggs are shipped separately in tins for chemical purposes. One reason why Siberia is a formidable competitor in England is the low freight rates at which her products are carried over the Russian Government railways. Butter is carried in cold storage from a point 2,600 miles east of Moscow to the Keil Canal and thence to England.

Our Western Letter

Getting Out the 1902 Crop—Agriculture to be Taught at Winnipeg—Sales of Ontario Swine

Winnipeg, Sept. 20th, 1902.

Notwithstanding persistent rumors of grain blockade, car shortage, overloaded elevators, etc., everyone is in a cheerful frame of mind. The magnificent working weather continues and the shortage of laborers is consequently less severely felt than would be the case under less favorable circumstances. The wheat is moving rapidly. Up to last Friday (September 26), there were marketed 4,020,000 bushels, the total amount inspected up to that date was 3,932 cars, or probably 3,000,000 bushels. Friday's inspections alone amounted to 360,000 bushels. The grain will now go forward at the rate of one and one-half or two million bushels per week. With sixty odd millions for market, how long will it require to dispose of the crop of 1902?

Marketing Western Canada's crop has become within the past two years a problem of no ordinary difficulty. Formerly it was possible to dispose of almost the whole crop before the close of lake navigation. The advent of winter found the elevators empty, or nearly so, and the grain dealer was at liberty to go off to California or Europe, or to disport himself as he felt inclined until the recurrence of harvest put him in harness again. Now, however, his business lasts all the year round. There is 1901 wheat still in store both on farms and in elevators. There is 1901 wheat now in shipment, and a year hence there will in all probability be a still greater amount of this year's wheat afloat. With the expected increase of the coming de-

cade there will be an ever multiplying number of elevators, cars and ships pressed into the service of the grain trade. The railway facilities are now ahead of the lake shipping. The total carrying capacity of the Canadian vessels handling grain is less than 1,900,000 bushels. Even supposing them capable of making a round trip every week which is absolutely impossible with most, we can handle less than two million bushels weekly in Canadian vessels. The present navigation laws restrict the carrying trade between Canadian ports to Canadian vessels. Hence it may become necessary to the grain trade to ship to a United States port in order that the United States marine may be called into the service. The only alternative is an enlargement of the Canadian lake shipping, or an amendment to the navigation laws permitting U. S. vessels to ply between Canadian ports. The interests of the grain grower are the largest, and in every way the most important in the country. There is more money invested in agriculture than in all manufactures and probably in all industries of all kinds. Hence we believe the farmer should be first considered, and that navigation laws, tariffs and fiscal legislation of all kinds should be drawn with a first thought of its effect on agriculture. If the present navigation laws adversely affect the farmers through the restrictions they impose on the grain carrying trade it is time for their amendment.

Agricultural education has been,

and generally is, considered a government undertaking in America there are very few Agricultural Colleges that are not maintained at the public expense. The government of Manitoba is, as has been repeatedly noted in these columns, considering the advisability of organizing such an institution. But in the meantime Wesley College, one of the affiliated bodies composing the University of Manitoba, has taken the first step toward an agricultural education for the farmers' sons of this province. A course will be opened during the winter months affording instruction of practical utility to every farmer. For the present the science of farming can only be lightly touched, but the accessories which usually accompany an agricultural course will be given. The full course will include stock and stock-raising, farm buildings, crop rotation and soil conservation, fruit and fruit-growing, practical farming, commercial law, book-keeping, mechanics, literature, grammar, political economy, commercial and political geography. The lecturers on agriculture and indeed all subjects will be practical men, specialists in their several branches, and no effort will be spared to make the course just what it pretends to be. In more ways than one this will be a useful innovation. It will fill, temporarily at any rate, the long felt want of an educational course that will not unfit men for farming, and at the same time it will gauge the actual demand of the country for agricultural education.

News from the Territories is less satisfactory than a week ago. In Assiniboia the most favorable conditions prevail, but in the far west there has been snow and frost and rain. The Mormon colony at Cardston has been visited by snow and as much of the crop was not yet cut considerable loss will result. Cattle shipments continue and every day witnesses a large number of prime range steers passing through on their way to British market. Prices continue most favorable, and ranchers are doing their utmost to get every available head on the market before the season closes.

Reports indicate that the auction sales of Ontario pure-bred swine, to be held at all important centres of the North-West Territories, during the latter part of October, are attracting more than the usual amount of attention. The farmers are now in a position to buy good stock at good prices and it is hoped that nothing but the best will be sent out by Eastern breeders to these sales.

Correction

In our report of the Ottawa Exhibition Mr. G. H. Fenton, Leitram Ont., was credited with winning the gold medal for butter prints. This we learned later is incorrect. This medal was won by Mr. Isaac Wenger, Ayton, Ont.