

THE FARMER'S ADVOCATE

AND HOME MAGAZINE.

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consumers by these false practices. In regard to traffic, they endorse the speedy construction of the Panama Canal; they ask national aid in building public highways, and they urge the construction of a ship canal from the Mississippi to the Atlantic by way of the Great Lakes. They continue to advocate the extension of the rural free delivery system, which was secured at first largely through the influence of the Grange, and they also strongly recommend the establishment of postal savings banks as being especially helpful to the poorer population of the country. Besides the requests to Congress to give attention to these two points, they endorse the suggestion that the election of United States senators should be by the direct vote of the people, and suggest that Congress be granted a more extended control over corporations, a power that would not interfere with legitimate business, but would be in a position to prevent or punish fraud.

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A Trip Through the Rockies.

(Editorial correspondence.)

To one who for the first time makes the trip over the Canadian Pacific Railway and through the Rocky Mountains the scenery is awfully interesting, while to the ardent admirer of mountain scenery, repeated journeys over this line only serve to increase the interest. From an aesthetic point of view the mountains are a relief to the eye after travelling for days the flat and comparatively unvarying topography and scenery of the wheat fields of Manitoba and Saskatchewan, and the ranch lands of Alberta. In an hour or two after leaving Calgary on the westward trip the traveller finds renewed interest in the foothills which farther east would be dignified with the title of mountains, but which here are but "stepping stones to higher things," and when one reaches Banff, the first station of importance in the mountains, he finds himself in the midst of a colony of towering monuments of rock of immense proportions with their snow-capped heads in the clouds from 9,000 to 12,000 feet above the level of the roads by which they are approached.

A national park of 5,000 acres is here reserved by the Government, which, with its half dozen hotels, numerous private boarding houses and summer cottages, makes this a favorite resort for tourists and travellers who tarry for a day, a week, or longer, enjoying the hot sulphur baths, the pure, fresh air, and the charming drives on the smooth, well-kept roads winding their way through the valleys and up the mountain sides to heights deemed impossible for carriage conveyances when in the valley below, while the more ambitious and venturesome, on foot, climb to still higher altitudes, to look down from these elevations upon houses below of considerable size, appearing like miniatures from the dizzy height to which the climber has scaled. One wonders how the population of six hundred souls secure a living where not even a cabbage patch is visible, and all provisions must be brought from outside points, but the signatures of visitors in the register in the office of the Park Superintendent show that hundreds of tourists in each of the summer and autumn months have been there, and doubtless have each paid tribute to the hotels, livery stables, swimming baths and souvenir stores, sufficient to support the people of the place in comfort. The charges, however, it must in fairness be said, are not extortionate, and the hotel fare, accommodation and service is first-class.

Following the Bow River in its tortuous windings, the road, some thirty miles west of Banff, a sign in rustic letters, visible from the train, marks the location of "the great divide," where the waters on one side of a grassy plot run eastward toward the Atlantic, and on the other to the Pacific ocean, in ever-increasing volume and power. At Field and Glacier, where the mountain views are splendid, the C. P. R. maintains first-class hotels for feeding passengers and housing those who have leisure to stay over for a time to enjoy the wholesome environment.

At Sicamous Junction, about equidistant from Calgary and Vancouver, is a branch road leading into the Okanagan and Vernon districts, where first-class farming, ranching and fruit-growing lands are found. Here Lord Aberdeen owns a beautiful fruit farm, and large quantities of fruit are shipped to the Northwest Provinces, to Winnipeg and other points, and a good revenue is secured therefrom. Some seventy-five miles further west is Kamloops, where ranching is largely in evidence, the presence of large bands of horses and bunches of commercial cattle in fine condition, proclaiming this section well adapted to the great and growing live-stock industry. Down the western slope towards the Pacific, following the serpentine course of the Fraser River, often in curves resembling the letter S, the train makes its way through enlarging clearings and cultivated valleys of somewhat circumscribed area, the river narrowing at places to rock-ribbed gorges where the water, tossing over rocks, foams and surges, finding itself later in the fullness of the noble Fraser, capable of carrying large steamers and furnishing a crop of Sockeye salmon of immense proportions, affording work for many hundreds of wage-earners and much profit to enterprising canning-factory managers who prosecute the industry on a very large scale. The run this year has quite exceeded the average of the last few years. Here, also, are found extensive sawmills, reducing the immense fir trees into lumber and building timber and shingles to meet the great demand for such material in all parts of the Dominion. Here comes into view Vancouver, beautiful for situation, rapidly growing, boasting now a population of 45,000, and expanding in all directions, owing to the prosperity of the people, the need of more houses being felt, and the value of property advancing by leaps and bounds. Vancouver is plainly destined to continue to be a place of great interest, with its splendid harbor and fine facilities for prosecuting profitable trade with the Orient, where the demand for our products promises to grow rapidly to great proportions.

HORSES.

The Value of Horse Power.

There is a great deal of energy wasted on some farms because of failure to attach a commercial value to horse power. By this we do not mean to complain that too much horse-power is used; rather, not enough of it is used; too much is wasted in stables and pastures. On a farm the teams cannot always be employed, and so long as they do the work there is a tendency to think they may as well rest between busy seasons, and the keeping of an extra horse or so on a two-hundred-acre farm is made light of. At the same time, if a job at teaming offers, many owners of these "star boarders" will refuse to take their horses out for less than \$3.00 or \$3.50 per diem. Rather will the boys loaf about town, or potter away at something on the farm, earning, perhaps, from \$1.50 down to nothing per day. To the writer this has always seemed inconsistent. We do not believe a man should work for ordinary wages and throw in the use of his team, nor do we hold that he should leave the farm for the gravel pit or the grading gang every time farm work gets slack, but there are opportunities in almost every community for the man who keeps his work in hand and keeps his team up in good heart, to turn a few dollars which will enable him to hire a man to take his place on the farm, meanwhile, and leave him a good profit besides. The horses will be none the worse for it; indeed, by feeding them a little extra and keeping their muscles hardened with occasional work, they are in far better trim to perform the farm work when it is to be done.

Even without going off the homestead, there are many jobs at which the team can be employed to advantage in odd seasons. We have in mind the case of a man on a fifty-acre farm, partly devoted to fruit-raising, who used to keep three horses to do the work that two could have done easily. One was a slow old jade, kept for odd jobs, that took almost as much time getting ready to start as a smart horse would have required to make the trip. Part of the grain fed to these three horses was purchased at full market price, so that the board of the extra one represented a considerable item of unnecessary cash outlay, yet so far from using them to bring in a revenue, the owner hired a professional teamster one season to haul gravel for a small job of concrete on his farm. Since then one of the younger mares that constituted the team, which were always kept in high fettle, contracted the kicking habit, and after endangering the lives of the owner and his family was traded at a discount for another horse. The vice was developed during periods of oestrus (it would have been good policy to breed her), but would probably never have occurred if the mare had been worked regularly, for then she was as tractable and faithful as could be wished. The trouble was an unfortunate combination of high feed, "heat" and idleness, which, with injudicious use of a harsh currycomb, made her "crabit." The owner of this mare used to lay great stress upon "keeping the hoe going," though the teams might stand idle for days.

A mature horse does not grow in value, nor can he be kept for nothing, hence the wisdom of making an effort to utilize the potential energy of farm teams. It is well to have a consistent estimation of the value of horse-power. It is just as much working capital as is money invested in implements or land, and the aim of a good business man is to make capital earn all it can.

Canadian Horses at Portland.

The few horses exhibited by Canadian breeders at the Lewis and Clark Exhibition, at Portland, Oregon, made an excellent record in prizewinning. In the Clydesdale class, Hill Vasey, of Ladner, B. C., the only exhibitor in that class from Canada, won the first prize for stallion four years and over, the championship and the grand championship for the best stallion of the breed, any age, with his grand six-year-old bay horse, Premier Prince 9250, sired by Handsome Prince, dam the Canadian champion, Moss Rose 2nd, by McQueen. Mr. Vasey also won first prize for his stallion colt under one year, sired by Premier Prince, third, fourth and fifth for mares four years and over, first and second for three-year-old fillies, third for yearling filly, and first for filly foal under one year. Mr. Vasey also won first for heavy-draft pair with the mares Royal Clara and Royal Queen, and first for grade two-year-old mare with Fashion, sired by Premier Prince.

J. T. & J. H. Wilkinson, of Chilliwack, B. C., also won a number of important prizes in Standard-breds and roadsters with high-class stock.