

## THE FARM BULLETIN.

## THE GEORGIAN BAY CANAL.

An interim report of the Georgian Bay Canal survey, dealing with the canalization of the French River from Georgian Bay to North Bay, a distance of eighty-one miles, and presenting some general observation on the whole project, has been presented to the Dominion Parliament. A. St. Laurent, Chief Engineer of the Survey, discusses some of the benefits as follows: Approximate cost of the French River section, \$18,700,589, for a 22-foot ship canal, with lift-locks varying from 22 to 24 feet. The whole length of the Canal, from Georgian Bay to Montreal, is 440 miles, consisting chiefly of a chain of deep lakes or wide river expansions, so that the construction of the whole canal would require the canalization of only 27.5 miles, and the improvement of only 55.5 miles, leaving 375 miles of free navigation. The ascent from Georgian Bay to the summit would be 99 feet, while the descent from the summit level to Montreal would be 659 feet, making a total lockage of 758 feet. This, it is estimated, could be overcome by 27 locks, varying in lift from 10 to 50 feet.

The proposed route would mean a great saving in

distance, and a considerable reduction in time from the interior to the British market. From Fort William to Liverpool via New York is 4,929 miles, while via the Georgian Bay Canal it would be only 4,123 miles, a difference of 806 miles in favor. What is more important is the computation that it would be two days shorter in time for each trip from the head of the lakes to an ocean port than any other route, and, owing to its depth, would have an enormous advantage in carrying capacity. This would naturally have a tendency to reduce transportation rates on grain and other products, and in case of congestion at the terminal elevators at Fort William or Port Arthur before the close of navigation, the great depth of the waterway would enable the largest lake boats to reach an ocean port fully loaded without breaking bulk.

Its geographical position is excellent, being entirely Canadian, and fed at its summit by waters well within Canadian territory. Its northern latitude would be not without advantages for the transportation of perishable foodstuffs during the summer season.

Reference is made to the immense water-power facilities that would be created by construction of the canal. There is, indeed, every reason to expect that the Ottawa River would become the Niagara of Eastern Ontario and Western Quebec.

To the possible objection that navigation would

have to close early in the fall on account of the freezing up of the river and Lake Nipissing, Mr. St. Laurent replies that the average closing of the lake is but two days earlier than the closing of navigation at Montreal, and that the use of ice-breaking tugs would keep navigation open longer, if necessary.

The report of the survey may be expected to receive a great deal of attention from Parliament and the press, and if the engineer's report commends itself to our Legislators, we may look for a move which will strike to the heart of the transportation problem, and take advantage of this great natural opportunity instead of frittering away money improving a circuitous waterway system. The best solution of the transportation problem is the only one this country will approve, but for a really good and economical means of water transportation, retained in public control as a regulator of freight rates, we believe the Dominion taxpayers will be found willing and anxious to put up the price. The matter must be looked at in no narrow or partizan spirit. It is not a question of the effect on a few cities or constituencies, but the effect on the general welfare and commerce of the country as a whole. That is the only view to take of any such question, and we feel satisfied the Canadian people are broad-minded and far-seeing enough to regard the subject in this light.

## New Brunswick Farmers' and Dairymen's Convention.

The thirty-second annual meeting of the New Brunswick Farmers' and Dairymen's Association opened in Fredericton on January 22nd, under the presidency of Mr. H. H. Smith, of Blissville, who, in his opening address, thought he might safely say the past year and the prospects for the future were encouraging for the farmer. The very severe winter of 1906-7 was followed by a cold and backward spring, and a very wet harvest, and while crops grew very well after they were planted, the excessive wet weather in the latter part of the season was somewhat destructive to the potato crop, and interfered greatly with the saving of hay and grain. The prices of farm produce generally had been very satisfactory; nearly everything had been selling at top prices, and that would generally make up for any deficiency in quantity. Comparing the agricultural conditions of the Province fifteen years ago with those of to-day, one could not help but be impressed with the great advances made. The conditions for making farming a success were equal to those of any other part of the Dominion. They had a good climate, good soil and good local markets, and a Government that seemed alive to the fact that the greatness of a country depended on the development of her agricultural resources to their fullest extent.

## N. B. CROPS, DAIRY PRODUCE AND PRICES.

The Hon. L. P. Farris, in presenting his annual report, offered congratulations on the fairly good returns of both crops and dairy produce during the year 1907, in spite of the unfavorable conditions which prevailed.

## CROP STATISTICS.

The Province produced last year of the six crops of which his department collected statistics:

	Average per Acre.
410,714 bush. wheat.....	19.9
5,748,134 bush. oats .....	29.5
96,558 bush. barley .....	23.5
1,451,911 bush. buckwheat .....	24.9
5,182,503 bush. potatoes .....	115.
2,836,394 bush. turnips .....	493.6

This is an increase over 1906 of all crops, except barley and potatoes.

There was a largely increased acreage of potatoes planted in 1907, but, on account of blight, which caused the tubers to rot, and the frost before spoken of, the yield per acre was only 115 bushels, against 135.1 for 1906.

Prices for all first-class products have ruled high during the season.

## DAIRY OUTPUT.

Canadian dairy statistics for 1907 are rather disappointing. In New Brunswick the dry season of 1906 left farmers laboring under a shortage of feed for their cows during the winter of 1906-7. This shortage of feed and consequent poor condition of some of the herds made a discouraging outlook for the make of cheese and butter for the season of 1907. They had experienced in New Brunswick only a small percentage of the decrease anticipated by reason of these conditions. The statistics from the port of Montreal, including those from all Atlantic ports, shows that whereas \$29,000,000 went into the hands of Canadian farmers for factory dairy products in 1906, only \$23,000,000 was received in 1907. These figures showed a decrease of over 20 per cent. New Brunswick statistics showed that the reduction of money going into the hands of farmers for factory products in 1907, as compared with 1906, is only a decrease of one-tenth

of one per cent. Their favorable showing was made despite the fact that factories had a smaller patronage in 1907 than in 1906. The total cheese made in New Brunswick factories in 1907 was 1,255,541 lbs. The total butter was 937,576 lbs. The price secured for cheese was 11.85 cents, as compared with 11.7 in 1906. The price secured for butter was 23.97 cents in 1907, as compared with 22.50 cents in 1906. The total value of cheese and butter produced in factories in 1907 was \$373,585.49.

He would like to take that opportunity of urging upon farmers the desirability of taking more interest in mixed farming, as that was by far the best means of keeping up the fertility of the farm. It was not wise to specialize too much, as in case of the failure of the particular crop, the loss was often considerable. That had been particularly felt in the past year by those who had gone in largely for potatoes. He was very pleased to hear the remarks of the Mayor of Fredericton on the subject of education. The Government had made most generous arrangements for providing the young men with a thorough agricultural training, either at the College at Truro, or at St. Anne de Bellevue. For those who could not attend college, they had the Farmers' Institutes, with the services of some

bear the very closest investigation were selected. The Army had placed over 1,500 men and women in the Maritime Provinces last year, and the percentage of failures was very small. Farmers who had taken the Army's immigrants were, as a rule, satisfied with them, the number of complaints being very few indeed. The Army provided printed forms of application for the use of intending employers, which could be obtained from any of its officers. The rates of wages were entirely at the discretion of employers; all they had to do was to state the class of man they wanted, and the rate of wages they were prepared to pay, and the Army would undertake to find them men suited to their requirements.

## BREEDING AND MANAGEMENT OF HORSES.

Dr. Standish, of Walkerton, Ont., addressing the meeting on the subject of "Breeding, Management and Care of Horses," quite endorsed all that had been said by previous speakers on the great advances which were being made by the Province generally; but he had noticed particularly the great advances there had been in the production of good horses. The horse industry was the most important in the whole Dominion, and not less so in the Province of New Brunswick. No other Province with which he was acquainted had so many advantages for the production of good horses, and there were several reasons for this. One was the splendid foundation which they had to work upon. The Government had recently brought in some very fine horses, which would not have been left very long in the Province but for the conditions upon which they were sold. There were many very good animals in the Province before the recent importation, but now as good a type could be found here as anywhere. He did not think it desirable to direct attention to the production of very heavy horses at present, but they had the stock which would enable them to raise as good and useful a class of horses as it was possible to get.

## ERRONEOUS NOTIONS.

There were a great many notions abroad of which it would be as well to disabuse their minds. One often heard people speaking about "thoroughbred" Percherons, or Clydes, or Shires and so on. There was no such thing as a "thoroughbred" Percheron or Clyde or Shire. The expression "Thoroughbred" referred to one particular breed of horses, and the word was frequently used where "pure-bred" was meant, signifying that the animal referred to was a pure specimen of the particular breed to which he belonged. Many people contended that the use of a Thoroughbred sire would improve any type of horse, but such a statement was quite erroneous. On the contrary, many good types of horses would be spoiled. Again, to some people an imported pure-bred stallion was the only thing thought necessary. That was by no means the case, for if a desirable animal of the particular type wished for to breed from could be found in the district, it would probably be found to be best to breed from him, as he would be acclimatized.

## THE MEDIUM DRAFT HORSE.

The need of breeding the medium draft horse was what he advocated, and the subject was important by reason of the condition of things existing in the Province, and also for the reason that it was very profitable. No one department of agriculture could be either profitable or pleasant without the horse, and they particularly needed good draft horses. That type of horse possessed one advantage which was possessed by no other, and that is that they come into use earlier than any other, it being possible to use them at two years old, and that to their benefit, if not put to very heavy work; and while they were working and earning their keep, they were being educated at the same time. He was not to be understood as condemning the light-harness or saddle horse. Far from it! Men possessing the skill necessary and applying that skill to successful production of light horses would find it a most remunerative business. In breeding



James Good, Jacksonville, N. B.

President N. B. Farmers' and Dairymen's Association.

of the best speakers to be got, and if there was any other assistance which they thought they ought to have, he was there to learn what it was, and, if possible, their wishes should be met.

## SALVATION-ARMY IMMIGRATION.

Staff Captain Jennings, of the Salvation Army, gave a most interesting account of the immigration work in which the Army is engaged. Their system was formerly somewhat haphazard, and, therefore, ineffectual, but now it was one of the most highly-organized departments of the Army's whole work. It was often said that they only looked after the lowest classes in the Old Country, but that was a very great mistake. They did not bring out the criminals, the out-of-works, the drunkards and the dissipated, but only the best class of immigrants to be had. Last year they received applications from over 250,000 persons, but of this number they brought out only some 17,000, which showed that the applications were pretty closely sifted, and only those whose characters would