

Farm Experiences

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had small lots of grain and sold it, as a large percentage of farmers do, by the load at the local elevator. The price for wheat was about four cents below track; for oats, barley and flax the spread was as high as ten cents, the dockage heavy, weight questionable and cash sure. Seeing three samples of wheat delivered in one day of equal quality, and learning that each farmer sold a different way and got a different price showed me I was on the wrong track in grain selling.

Finding that a carlot of any grain is worth from four to ten cents per bushel more than the same grain by the load, I aim to grow carlots or ship with a neighbor, and have often saved \$40 per car this way. Having carlots for disposal, I found that the time to sell and the method chiefly influenced the cash returns. For several years past the first two weeks of the season gave the highest price, with one exception. Many thought 1914 would be an exception, but it was not, and I am satisfied to be taught by precedent and sell my grain at the earliest date possible, unless I can hold till spring. Every year I get a higher price for my wheat and barley screenings in March than I get for No. 1 wheat in October. It pays to hold if possible.

I have tried four methods of selling: By the load at the elevator, by the carlot on track, by wire, phone or to the local buyer, shipping carlots to a commission firm, and selling in August to local buyer for October or November delivery for a net price to stand inspection at Winnipeg. Each method has its place, the last mentioned has proved the most profitable. Each car sold thus has made from \$40 to \$90 more than the price available on day of delivery, and, as returns are what I want I intend following this method almost exclusively. Any odd loads of any class of grain I keep till spring, clean well and sell when the price advances. Cars not sold for future delivery I sell on track as soon as loaded. If of good quality I sell according to grade to stand inspection. If mixed with seeds or other grain I always sell to local elevator and find this distinctly better than getting a low grade or "rejected" or "tough" at Winnipeg. I have given the method of shipping to a commission firm a consistent trial every year, and have never yet received the same price that I had bid on track before shipping, and have had several losses and unsatisfactory settlements that by selling personally I can eliminate.

If we had a sample market I think the commission firm would be a great advantage. As it is, they can get no higher price than local men offer, and with excessive dockage, tough or rejected cars, can sell to no advantage. Neither can they get any premium for extra good stuff. By shipping to a commission firm I am delaying my sale, and at any date in the fall this means a lower price. A firm's marketing ability does not give the farmer a higher price in fall selling. It may do so in spring or summer sales when fluctuations are of an entirely different nature. In the last three years I have sent a car each year to commission firms and have lost from \$72 to \$130 per car thru declining market while waiting for them to "sell at once." Delay in transit is partly responsible. My deductions are, sell in August or as soon as loaded for the best returns, and put wheat, barley and flax on the market well cleaned if you desire all the profit there is to be had from good marketing.

Man.

—T.W.W.

MARKETING MY GRAIN

One of the most essential things in marketing one's grain is to get it onto the market before the rush is on and before there is any shortage of cars, so that it can be delivered at once. To accomplish this, I work the soil well so as to conserve moisture and eradicate weeds and then sow as soon as the ground is fit in the spring. I generally engage a threshing machine to start its season's threshing here, which is, with favorable weather, about ten days after the grain is cut. Even tho a man has to pay a little extra for threshing it more than repays him to

have the grain on the market early. I exchange work with some of my neighbors, and haul my grain right from the machine and put it into cars which have been previously ordered. This saves elevator charges of 1½ cents, and also the one per cent. which is deducted by the elevator for waste and shrinkage. After the car is loaded if I have not previously weighed the grain I level it off in the car and measure the distance above or below the grain line to ensure safe delivery. I have previously examined the car to make sure that there are no leaks, and I am very careful that the grain doors are properly placed and fastened. Then I bill the car out to Fort William in care of a reliable commission firm and wire them at Winnipeg for prices on track at station where I ship from and generally sell at once. I send them a letter stating what I have done and the price sold for and enclose the shipping bill, and also state what I think the grain should grade. After the car is weighed and inspected they generally send me duplicate of same, and when unloaded they send me the amount of sale in currency thru the post office, and I can then use it independent of the bank or any other firm or trust.

The grain which I do not handle in this way I thresh right into a portable granary, 12 by 14 by 9 feet, which just nicely holds a car, and I leave it there until the next summer after I have disced my summerfallow and work is a little slack, then I haul it out and sell about the first of July or a little sooner, as the prices are generally good then. I have always found this way to be very satisfactory.

Sask.

—D.E.K.

FALL RYE SUCCESSFUL

I have been very successful with growing fall rye. This is the third year I have grown it on very light soil, and soil that was dirty to begin with. Wild oats, cockle and blue burr were the worst weeds. The land is now free from all weeds. I have over twenty bushels per acre, which I am selling for seed purposes. I have pastured the crop both fall and spring. I would highly recommend it to anyone especially troubled with wild oats. I have already threshed over 2,000 bushels of this year's crop.

Virden, Man.

R.H.

CONTROLLING CANADA THISTLE

Canada thistles are in my opinion, the worst of all the noxious weeds in Saskatchewan, and it seems to be a difficult matter to eliminate them from the farm. In former years I thought that nothing short of deep plowing and cultivating would exterminate them, but I have recently discovered several means of getting rid of them. On plowed summerfallow I make it a duty to have the patch of land infested with them cultivated just as soon as they show after plowing, also to run the cultivator around and over the patch about every other day, or whenever I am passing near at hand while going to my usual place of work. Then, in the fall of the year, if you see any thistles at all, they will be so few that they can be easily destroyed with the hoe. I did this with one patch, and there were no thistles showing this second year since when I came to plow it for summerfallow about June 25.

Another way I tried was to throw the straw pile, when threshing, directly on the ground which was infested with them and then burn the pile before it is wet, and I have not seen any thistles there since. That was three years ago. The farm adjoining mine is pretty badly infested with them, and it is a continual fight on my part to keep them from getting a permanent hold on my land. I had a small poplar bluff about twenty yards from the edge of my neighbor's field and it got blown full of sand, intermingled with Canada thistles, and as a consequence I had to chop out the bluff, and this year I shall throw the straw on to the place and burn it up. Of course, as long as I leave the bluff there it will continue to keep me a little too well supplied with thistles.

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