

Irrigation in Alberta.

It now appears certain that there is nothing to be hoped for from Parliament this year in the way of assistance for irrigation. Assisting irrigation schemes would be a new departure and they are afraid to attempt it. They apparently think their position too insecure to hazard it in the attempt to introduce anything which, however beneficial it might be to the country, has not the authority of precedents to back it up. But it is strange that they should feel this diffidence in regard to bonusing irrigation canals. The Government in the past have always displayed a liberal spirit in assisting railway enterprises, and the people of Canada have always sympathized with and supported them. The excuse always given for assisting railway enterprises was that they were useful factors in developing a new country. And the reason was a good and satisfactory one. But the same reason applies with still greater force to irrigation canals. Railway after railway may be built through a section of country until it is covered with a network of iron, but the country will never amount to anything and the railway will never be a paying speculation unless there is agricultural production.

The truth of this is especially felt in Southern Alberta. In the McLeod, High River and Lethbridge districts irrigation canals will do a great deal more towards developing the country than any line of railway possibly can do.

But whatever method of assistance be determined upon let it be based upon the teachings of equity and common sense. If it is fitting and proper to assist and encourage enterprises that tend to the development and settlement of a new country, let all such enterprises be placed upon an equal basis. Why should railways or any other one species of enterprise be selected for assistance and encouragements while others are totally neglected. In conduct of this and there is neither reason nor equity, and its continuance only serve to show how weak and incapable are those men who are charged with governing Canada at the present time. If we could but recall the great statesman, who so long held the position of premier of Canada, and with him the late Mr. White, who so ably presided over the Department of the Interior, we would be able to rest assured that the interests of Southern Alberta would not long continue to suffer for want of irrigation canals. Mr. White would not have hesitated in introducing a bill for the bonusing of irrigation companies, and his shrewd and far-seeing leader would have carried it through the House even if it was an innovation and without precedent. But alas we cannot recall these any more than we can inspire Mr. Dewdney with the spirit of Mr. White, or Mr. Abbott with that of Sir John Macdonald. Such things are impossible, and if we can not rest content with the men who now hold these important offices we must at least put up with them for the present and all we can do is to keep on crying for justice to irrigation companies until such time as a champion may be found strong enough and bold enough to assert their claim to consideration on the floor of the house, and when that time arrives, we are satisfied that the good sense of that body will cause them to recognize the justice of that claim in a manner that may surprise Mr. Dewdney on whom the duty of asserting it should properly fall.

We have in Southern Alberta vast tracts of fertile land situate in a region the climate of which offers advantages for successful farming such as no other section of the Dominion can offer. All that is necessary to render this magnificent agricultural country is water, and water can only be spread over these lands by means of irrigation canals. Let us have these canals and in very few years the local traffic will be sufficient to bring us all the railway companies required without there being any necessity for bonusing them. It is a matter of recent history how the deserts of Utah and California have been converted into gardens by means of irriga-

tion, and yet the canals in this country would never have been built if enterprise in this direction had not been encouraged and assisted by Government aid. No reason can possibly be assigned why irrigation companies should not be as liberally assisted by the Government as railway companies have been. The aid granted might be made proportionate to the cost of the respective enterprises. When land grants have been given to railways it has generally been on the basis of six thousand four hundred acres of land for every mile constructed. The assistance to irrigation canals might be computed in a proportionate scale. If irrigation canals only cost half as much per mile to construct and operate as a railway line let the canals be given three thousand two hundred acres per mile or half the amount given to railways. If they cost more than railways give them a proportionately larger area, or if it be determined to give no more land grants to any enterprise, which we think would be a judicious determination in view of the large amount of our public lands that have already been parted with in this way, then let financial aid be given based on the same proportionate rate.—*Lethbridge News*.

North Dakota Crops.

The crop prospects in North Dakota continue excellent. During the week rains have been frequent and with warm weather crops have grown very fast. In Cass county small grain is doing well and prospects for a good crop we never better. Stutsman county reports crops improving wonderfully and prospects very good. In Stanton county the weather has been favorable and outlook is encouraging. Wheat has made rapid progress in Dickey county the past week. In Ransom county crops are growing very fast and there is plenty of moisture in the ground. Prospects are very assuring for a good harvest. Around Valley Junction all crops are growing finely. From Burleigh county the reports are equally favorable, grain is growing very rapidly and farmers anticipate a good harvest. Grass is abundant and stock in good condition. In La Moure county several fine showers have fallen during the week to the benefit of the crops. In Benson and Foster counties the week was very favorable for crops and prospects are flattering. Kidder county reports the rains to have benefitted growing crops, but they have delayed threshing and damaged the unthreshed wheat. In Barnes county crops are a little behind last year and conditions would be better with less rain.—*Market Record*.

In this neighborhood during the past week, says the *Morden Monitor*, sunshine has followed shower and the crops are looking just splendid, while vegetation of every kind has been going ahead with the celerity of the tropics. Wild fruits will also be abundant this year.

Stocks of wheat in store in Minnesota and Dakota country elevators, on June 18, amounted to 2,974,400 bushels showing an increase of 39,600 bushels for the week. The stock of wheat in Minneapolis public elevators is 7,413,700 bushels, showing a decrease of 102,785 bushels. The stock in Duluth is 4,337,870 bushels, an increase of 67,471 bushels. The Minneapolis private stocks, are 890,000 bushels, showing an increase of 174,000 bushels for the week. The total supply in Minnesota and Dakota elevators amounts to 15,615,970 bushels, showing an increase of 176,236 bushels. The total a year ago was 12,253,793 bushels, a decrease of 460,256 bushels for the week.

Every Tuesday during the hot season refrigerator cars will be dispatched weekly by C.P.R. from Winnipeg for Vancouver, in which goods may be dispatched for Danmore, Lethbridge, Medicine Hat, Glenora, Calgary, Cochrane, Morely, Canmore, Banff, Fairlie, Golden, Donald, Beavermouth, Glacier, Illecillewaet, Revelstoke, Sicamous, Shuswap, Ducks, Kamloops and the Pacific terminals Vancouver, New

Westminster, Victoria and Nanaimo. An extra charge of 20c per 100 pounds is made for icing. Butter, eggs, cheese, poultry, fruit and vegetables (except onions) only will be accommodated in the car, but for those shipping in car lots refrigerator cars can be ordered.

Although the market is dull, says a cable, extreme prices are being paid for desirable coffees in Rio.

An ex-Dutch consul is in the city, says a Toronto paper, trying to work some of the wholesale dry goods houses into a syndicate to be known as "The Japan Commercial Syndicate of Canada," with a head office here and an office and a warehouse in Yokohama. The object is to create an international trade in the products of each country.

The first samples of new Japan teas, says a Montreal paper, have not met with the demand that was generally expected, considering that the market was almost bare of fine qualities. Receivers of new crop Japans are, therefore, much disappointed, only a few small lots having been disposed of.

Mail advices from Calcutta, May 19, announce the opening of the market with a small sale of 1,400 packages new season's tea, some of which brought extreme prices. Arrivals are now rapidly accumulating. Anticipations of a large crop seem likely to be realized; first flushes have been successfully gathered, and there is little doubt the season's output will be a very considerable one. The quality of such as has arrived is satisfactory, and the errors of last season in sacrificing quality to quantity being generally recognized, are not likely again to make themselves apparent.

Warren Bros. & Boomer, Toronto, who hold the bulk of the "Horse Shoe" salmon in that market, are reported to have refused \$1.50 from another wholesale house for a round lot.

The pack of French peas in the Bordeaux district has been very small this season, and some canners who are unable to fill orders are paying 5 francs per case to have contracts cancelled.

A member of the Canadian Packer's Association, writing to the *Toronto Empire*, says regarding the complaint made by a wholesale grocer, that packers were selling canned goods direct to the retail trade, says that "on account of so many manufactories starting and the encouragement given them by certain wholesale grocers to have more competition, I expect it will be a go-as-you-please this season in selling. It is strange that the complaint should come from a firm who have fought the guild so long."

The county council of Bruce has decided to raise taxes for county purposes on land values with the exception of five per cent. on personalty. This is probably the nearest practical approach to the Henry George doctrine yet adopted in Canada.

There was a rumor in railroad circles, says the *Montreal Times*, that a war of rates was imminent between the Canadian Pacific railway and the Grand Trunk, and that both railways were in "fighting trim" for a general fight all over the western and southern lines. There seems to have been some foundation for the story, though there has thus far been no such serious results as the rumor implies.

A recent mail advice from England says: "There are disquieting accounts concerning the mustard crop from South Lincolnshire, Tydd Fen and other important agricultural centres, where the ravages of the mustard beetle are causing considerable anxiety. In the vicinity of Crowland a large portion of the crop has been well nigh destroyed by the pests referred to, whilst the outlook all over the Fen district is far from encouraging to the mustard growers."