

Winnipeg, on account of smut. A great deal of talk has been heard about frost damage, but one year with another the damage from smut has been greater than the loss from frost, and what is most regrettable about this is, that smut is preventable, while frost is not. Last year, only about eleven per cent. of the Winnipeg inspection returns represented frosted wheat. The absence of smut this year is an indication that the farmers used extra care in treating their seed wheat with sulphate of copper, before sowing last spring.

THERE has been a disagreement in the past between the Dominion Government engineer and the city engineer of Winnipeg regarding the cost of the work which would be necessary to overcome the St. Andrew's rapids in the Red river, below Winnipeg. Kivas Tully, an Ontario government engineer, who recently made a trip along the Red river, gives it as his opinion that the proposed dam and lock would not cost over \$500,000. This estimate is of course based on a very superficial inspection of the river, but it agrees with the estimate made by the Winnipeg city engineer, who made a more thorough computation of the cost. The Dominion government has put off all pressure from Manitoba to construct the work, on the ground that the cost would be double or treble this sum. Perhaps the new Liberal government could be induced to make a re-survey of the river, at once.

WHILE undoubtedly there has been great loss in Manitoba this year from hail storms, it is some satisfaction to learn that the destruction by the big storm which came early in August was not as great as was represented, in some cases. One report from Morden, where the storm was very bad, says that some crops of wheat which were supposed to have been entirely ruined, are now being cut, and will yield eight to twelve bushels per acre. After the storm The Commercial intimated that it might be found necessary to assist some of the farmers who had their crops destroyed by hail, to enable them to continue their farming operations. This may not be found necessary, but if it is, we are sure no one would grumble if the government should make a small grant to assist any really needy cases. It would no doubt have been better if these people had been protected by hail insurance, but as they are not protected in most cases, the best will have to be made of the situation.

Matters in Great Britain.

Mr. Nairn, of the Winnipeg board of trade, who recently returned from attending the London Conference of boards of trade of the Empire, has given the Winnipeg Tribune an interview regarding his trip, from which we take the following: "He was very favorably impressed with the feeling displayed toward the colonies by the members from the British Isles. There appears to be a feeling that the mother country should do more than in the past towards drawing the colonies closer together. The idea seems to be that this should be done in the way of increased subsidies for steamship services, to telegraph lines and works of a similar class. As for preferential trade with the colonies there seemed to be very little hope expressed of be-

ing able to do anything in that line so long as the colonial import duties are so high.

Trade generally throughout the British Isles seemed to be very good. Mr. Nairn spent a good deal of his time in the iron and shipbuilding districts about Glasgow. There were here no complaints of lack of work or hard times generally, and as the whole world is supplying commodities very cheap, the working man can live very economically in great Britain. Contrary to general impression, Mr. Nairn found agriculture on a fairly satisfactory basis. The landlords having accepted the inevitable and brought down rents to a reasonable level, and the crops being good, the outlook for the season is very cheering. In this connection he visited the southeast of England, also in the central and northern parts of Scotland, and strange to say the only complaint he heard was from farmers in the extreme north of Scotland and south of England, who both complained of the lack of stockers from America. All cattle have now to be slaughtered at the point of importation on account of the scheduling for fear of pleuro-pneumonia. If this were not so, and British farmers were allowed to feed Canadian cattle, the Canadian farmers would be able to get nearly as much for stockers as they now do for fat cattle. A farmer in Fife-shire told Mr. Nairn that he had to get a number of calves for raising and feeding from England, costing him about £3 (\$15) per head. This will give a good idea of what a well developed stocker would be worth.

One point which impressed Mr. Nairn was the grand system of macadamized roads to be found in all parts. Not only in Great Britain, but also on the continent. Even in cities in the iron district, where drays carrying four to five tons may be constantly seen on the streets, the pavement is made of macadam, and seems to be only more firmly imbedded by the heavy traffic. When roads are repaired or made, instead of allowing them to be beaten smooth by traffic, as was the case in the old days, a heavy steam roller at once brings them into condition for traffic. In the country these roads prove of great benefit to the farmer. There is a thorough system of teaming on these macadam roads by traction engines pulling one or two trucks behind them. A traction engine will haul out coal or manure to farmers twenty miles from the city and bring back a return load of grain, leaving the farmer only the actual work of the farm to do with his horses. Each truck will carry about four or five tons of grain, and the engine will pull a couple of these into town going up and down hill without difficulty. These facts concerning the use of traction engines were learned by Mr. Nairn in Aberdeenshire and from one of Lord Aberdeen's tenants, and those who know this country know that if traction engines will work there they will work anywhere. This ought to be a lesson to us to put our roads across the level prairie in such shape that they can be used in all kinds of weather. There is no reason why we should not have fairly good and passable roads everywhere at a moderate cost if only the proper system of making and maintaining them were adopted.

As to municipal management of the city of Glasgow, which has attracted so much attention of late, Mr. Nairn speaks of certain particulars which came under his notice and which have not been noted before. One of these was the system of municipal farms. In one case to which his attention was directed while going to the Old Monkland Kirk, thirteen miles from Glasgow, the city had purchased three or four farms amounting to about 650 acres. The land on the property was very poor when the city took hold of it, but having fertilized it with street scrapings and garbage, it has now become much more productive. A switch from the Monkland railway is utilized for unloading this garbage, and also for loading paving blocks of

whinstone, which are quarried on the farm. The farm is also utilized for getting street car horses into shape for work again and also to provide work for horses no longer useful on tramways. The whole is under the management of a practical farm manager, who has made it a paying concern like everything else controlled by the city of Glasgow. When will our city corporations on this continent have such a story to tell.

Mr. Nairn has been frequently asked since his return as to the prospects for immigration, but from the good state of trade and general agricultural prospects there is very little emigration to be expected from the old country. Money spent in sending agents to try to talk people into coming to this country is very largely thrown away. They have good and correct knowledge of what the country can produce from what we send them, and the best way of inducing immigration is to make the people here our agents by making them more prosperous and contented by giving them good roads, better drainage and better trade facilities all round. The letters which prosperous and contented people send home will bring out more settlers than all the agents which can be sent across the ocean.

Dairying in Manitoba

C. C. Macdonald, provincial dairy commissioner, has returned to Winnipeg after a two weeks' trip, in which he spent one week visiting the cheese factories in the east Mennonite reserve, and the other week was spent along the line of the Manitoba and Northwestern railway visiting the cheese factories and creameries at Foxwarren, Birtle, Elphinstone and Minnedosa. Mr. Macdonald was astonished to see the improvement and advancement that has been made by the Mennonites both in the quality of the cheese made and the mode of farming generally. The Mennonite farmers keep large herds of cattle and sheep, and it is a pleasing sight to see the cattle coming into the villages at eventide to be milked. The farmers of the different districts employ one man in each district to herd the cows during the season and often over two hundred head of cattle are herded together and are driven in each night, all in one bunch. The Mennonite farmers are nearly all well-to-do and they give all the credit to mixed farming as the source of their prosperity. They do not go extensively into grain growing but depend chiefly upon stock and dairying as a source of revenue and a living. In this many a farmer in different parts of Manitoba, says Mr. Macdonald, could take a good lesson, which would be to their benefit. Among the cheese factories visited those of B. W. Rinner, of Steinbach, and that of Jacob Righr, of Hochstadt, are worthy of special mention as to the quality of cheese manufactured which is equal to any cheese made in Canada. K. W. Rimer has three cheese factories and employs a cheese maker for each and personally superintends the factories, visiting them alternately every two weeks. J. R. Leaven is in charge of Mr. Righr's factory and is doing excellent work. Both Messrs. Rimer and Loewen were students at the dairy school last winter and they both loudly praise the efforts of the local government to advance the dairy interests of the province in establishing the dairy school. A large number of Mennonite cheesemakers purpose entering the school next winter.—Free Press.

The contract to supply coal to the Dominion government institutions in Manitoba and the Territories, under the department of public works, has been awarded to the H. W. McNeil Anthracite Coal company. The contract is one of the first and the largest so far let by the new Liberal government.