

THE LAND OF GRAIN

—BY—
JAMES OLIVER CURWOOD

Author of "American Farmers Building a New Nation in the North"—"Canada—The Land of Greater Hope"—"The Invasion of Canada by American Farmers"—"A Thousand Miles on Horseback Across the Dominion Provinces," Etc., Etc.

Not so very many years ago the majority of people in the United States laughed at the prediction that the day was coming when Western Canada would far outstrip this country in the raising of grain—when, in other words, it would become the great bread-basket of the world. During the past three or four years the enormous production of grain in the Dominion West has thinned the ranks of those who doubted the destiny of Canada's vast grain growing regions; the crops of this year will dispel the doubts of the remaining few. From Winnipeg westward to the foothills of Alberta, over a country nearly a thousand miles in width, the grain production this year will be something to almost stagger the belief of those hundreds of thousands of American farmers whose average yield is not more than from ten to fifteen bushels of wheat to the acre, and who are finding that their product is also outclassed in quality by that of their northern neighbors.

The enormous grain crop of this year in the Canadian West may truthfully be said to be the production of "a few pioneers." Only a small percentage of the unnumbered millions of acres of grain land are under cultivation, notwithstanding the fact that tens of thousands of homesteads were taken up last year. And yet, when all the figures are in, it will be found that the settlers of the western prairies have raised this year more than 125,000,000 bushels of wheat, 100,000,000 bushels of oats and 25,000,000 bushels of barley. It has been a "fortune making year" for thousands of American farmers who two or three years ago owned hardly more than the clothes upon their backs, and whose bumper crops from their homesteads will yield them this season anywhere from \$1,500 to \$2,500 each, more money than many of them have seen at one time in all their lives.

Very recently I passed through the western provinces from Winnipeg to Calgary, and in the words of a fellow passenger, who was astonished by what he saw from the car windows in Manitoba, we were, metaphorically speaking, in a "land of milk and honey." The country was one great sweep of ripening grain. In fact, so enormous was the crop, that at the time there were grave doubts as to the possibility of GETTING ENOUGH BINDER TWINE TO SUPPLY THE DEMAND. A situation like this has never before been known in the agricultural history of any country.

Before I made my first trip through the Dominion west I doubted very much the stories that I had heard of this so-called "grain wonderland" across the border. I believed, as unnumbered thousands of others believed, that the stories were circulated mostly to induce immigration. I quickly found that I was wrong. As one Alberta farmer said to me a few weeks ago, "If the whole truth were told about this country I don't suppose you could find one American in ten who would believe it."

This year the prospects of the wheat crop of Saskatchewan, Manitoba and Alberta are an average of over TWENTY-FIVE BUSHELS TO THE ACRE, and that this grain is far superior to that raised in the states is proved by our own government statistics, which show that American millers are importing millions of bushels of B"Canadian hard" to mix with the home product in order that THIS HOME PRODUCT MAY BE RAISED TO THE REQUIRED STANDARD. It is a peculiar fact that while the Dominion Government is anxious for its western provinces to fill up with the very best of immigrants, there has been no blatant or sensational advertising of those lands. For this reason it is probable that not one American farmer out of fifty knows that Canada wheat now holds the world's record of value—that, in other words, it is the best wheat on earth, and that more of it is grown to the acre than anywhere else in the world.

A brief study of climatic conditions, and those things which go to make a climate, will show that the farther one travels northward from the Montana border the milder the climate becomes—up to a certain point. In other words, the climate at Edmonton, Alberta, is far better than that of Denver, 1,500 miles south; and while thousands of cattle and sheep are dying because of the severity of the winters in Wyoming, Montana and other western states, the cattle, sheep and horses of Alberta GRAZE ON THE RANGES ALL WINTER WITH ABSOLUTELY NO SHELTER. This is all largely because sea-currents and air-currents have to do with the making of the climate of temperate regions. For instance, why is it that California possesses such a beautiful climate, with no winter at all, while the New England states on a parallel with it have practically six months of winter out of twelve?

It is because of that great sweep of warm water known as the "Japan current," and this same current not only affects the westernmost of the Dominion provinces, but added to its influence are what are known as the "chinook winds"—steady and undeviating air-currents which sweep over the great wheat regions of Western

Canada. There are good scientific reasons why these regions are capable of producing better crops than our own western and central states, but best of all are the proofs of it in actual results. This year, for instance, as high as one hundred bushels of oats to the acre will be gathered in Manitoba, Saskatchewan, and Alberta, and some wheat will go AS HIGH AS FIFTY BUSHELS TO THE ACRE, though of course this is an unusual yield.

Last spring it was widely advertised in American papers that Alberta's winter wheat crop was a failure. In fact, this is Alberta's banner year in grain production, as it is Saskatchewan's and Manitoba's, and from figures already in it is estimated that Alberta's wheat will yield on an average of THIRTY-FIVE BUSHELS TO THE ACRE, in many parts of the province returns will show a yield of as high as FIFTY bushels to the acre and it is freely predicted by many that when the official figures are in a yield of at least forty-five instead of thirty-five bushels to the acre will be shown.

At the time of my last journey through the Canadian West, when my purpose was largely to secure statistical matter for book use, I solicited letters from American settlers in all parts of the three provinces, and most of these make most interesting reading. The letter was written by A. Kaltenbrunner, whose postoffice address is Regina, Saskatchewan.

"A few years ago," he says, "I took up a homestead for myself and also one for my son. The half section which we own is between Rouleau and Drinkwater, adjoining the Moosejaw creek, and is a low, level and heavy land. Last year we put in 100 acres of wheat which went 25 bushels to the acre. Every bushel of it was 'No. 1.' That means the best wheat that can be raised on earth—worth 90 cents a bushel at the nearest elevators. We also threshed 9,000 bushels of first class oats out of 160 acres. Eighty acres was fall plowing AND YIELDED NINETY BUSHELS TO THE ACRE. We got 53 cents a bushel clear. All our grain was cut in the last week of the month of August. We will make more money out of our crops this year than last. For myself, I feel compelled to say that Western Canada crops cannot be checked, even by unusual conditions."

An itemized account shows a single year's earnings of this settler and his son to be as follows:

2,500 bushels of wheat at 90 cents

a bushel.....\$2,250

9,000 bushels of oats at 53 cents

a bushel.....4,770

Total.....\$7,020

It will be seen by the above that this man's oat crop was worth twice as much as his wheat crop. While the provinces of western Canada will for all time to come be the world's greatest wheat growing regions, oats are running the former grain a close race for supremacy. The soil and climatic conditions in Manitoba, Saskatchewan and Alberta are particularly favorable to the production of oats, and this grain, like the wheat, runs a far greater crop to the acre than in even the best grain producing states of the union. Ninety bushels to the acre is not an unusual yield, whole homesteads frequently running this average. And this is not the only advantage Western Canada oats have over those of the United States, for in weight they run between forty and fifty pounds to the bushel, while No. 1 wheat goes to sixty-two pounds to the bushel. In fact, so heavy is Canadian grain of all kinds, and especially the wheat, that throughout the west one will see cars with great placards upon them, which read:

"This car is not to be filled to capacity with Alberta wheat."

When I made my first trip through the Canadian West a few years ago I found thousands of settlers living in rude shacks, tent shelters and homes of logs and clay. Today one will find these old "homes" scattered from Manitoba to the Rockies, but they are no longer used by human tenants. Modern homes have taken their place—for it has come to be a common saying in these great grain regions that, "The first year a settler is in the land he earns a living; the second he has money enough to build himself a modern home and barn; the third he is independent." And as extreme as this statement may seem to those hundreds of thousands of American farmers who strive for a meager existence, it is absolutely true. I am an American, as patriotic, I believe, as most of our people—but even at that I cannot but wish that these people, whose lives are such an endless and unhappy grind, might know of the new life that is awaiting them in this last great west—this "land of greater hope," where the farmer is king, and where the wealth all rests in his hands. As one American farmer said to me, "It is hard to pull up stakes and move a couple of thousand miles." And so it is—or at least it appears to be. But in a month it can be done. And the first year, when the new settler reaps a greater harvest than he has ever possessed before, he will rise with 200,000 others of his people in Western Canada and thank the government that has given him, free of cost, a new life, a new home, and new hopes—which has made of him, in fact, "A man among men, a possessor of wealth among his people."

Whistling in English Streets. In England whistling is very common among all classes, and, indeed, it is rare in London to see a butcher or a grocer boy on his daily errands whose lips are not pursed up for the purpose of emitting the whistling notes of the comic song of the hour. So prevalent is the habit that in hotels, and even in clubs, requests are posted up to "refrain from whistling."

BAFFLED BY SAND

GERMAN ENGINEERS HAVE HARD PROBLEM.

Immense Drifts Seemingly Beyond Control Overwhelm Railroad in Africa—May Force Construction of Huge Steel Tunnel.

The Germans are in a dilemma over the railroad they are building in their colony of Southwest Africa to connect Luderitz bay on the Atlantic with Bethanien, more than 100 miles inland. They have not yet discovered how to circumvent the moving sand dunes that have covered the track many feet deep only about 15 miles from the coast.

Moving dunes are a common desert phenomenon. They are found in the Colorado desert, in the Sahara and in the Gobi wastes of Asia. Their action is like the waves of the sea. The sand piles up into long high ridges, gradually topples over on the leeward side and thus the whole sand wave slowly moves along and is soon replaced by those that are following behind it.

The moving sand hills near Luderitz bay extend over an area only about five miles wide. The problem before the Germans is how to extend the track across this narrow belt and keep it in working order. These long ridges of sand are formed and moved by persistent southwest winds during half the year, and the railroad business will be paralyzed unless some means is found of overcoming them.

Several ways have been suggested for meeting the difficulty. Months were spent in building high walls of sandbags and stone so as to break the line of advance of these sand hills in the hope that a way might be kept clear for the roadbed. The hope was in vain.

The advancing hills, 30 to 50 feet in height, are not retarded for a moment by such puny obstructions. They simply move up to the opposing wall, shower sand upon it from their tops, bury it out of sight and move over the other side to pursue their way.

It has been proposed to excavate the sand that has filled one of the narrow valleys extending across the belt, build an unbreakable roof over this depression and thus maintain a permanent roadway. Objections have been raised to this plan and it has not yet been tested.

Another scheme is to use the six months when there is little or no wind to fertilize the land crossed by the dunes with manure from the native cattle kraals and plant all sorts of desert shrubs and sow the seeds of desert grasses in the hope to fix the sandy surface so completely that dunes cannot form on it. The success of this plan is regarded as highly problematical and it will probably be left as a last resort if all other measures fail.

Another plan which is meeting with much favor among engineers is to construct across the belt a large steel tunnel. Trains would enter the tunnel just before they reach the dune region and emerge from it after passing all the obstructions. The sand might pile up above the tunnel as it pleases, but the running of trains would not be affected.

Engineer's Tame Sparrow. Jim is the name of a sparrow which is the pet of the engine drivers and firemen at one of the railroad centers in the north of Scotland.

He was hatched within the noisy precincts of a busy locomotive stable, but falling out of the nest before being fully fledged was placed in a cage and tenderly cared for in the railroad office. On the third day he began to be friendly, and in a short time was flying all over the room, and even allowed himself to be petted.

In fact, he quickly became so tame that one day when his owner (the local railroad engineer) was writing he flew onto his hand and quietly fell asleep, and when about six months old began to accompany him on his daily rounds among the engines in the yard, perched jauntily on his shoulder, or hopping contentedly by his side.

He chooses queer places for his nests, the oddest and most awkward so far being the inside breast coat pocket of his owner, whom he would follow wherever he went, stuffing the selected pocket with miscellaneous nesting material. Jim is now six years of age.—Animals' Friend.

Police Dogs a Success. The value of the trained dogs which the Northwestern railroad company of England has recently supplied to their policemen patrolling the Hull docks was illustrated early on Saturday morning when three shopbreakers were arrested through the instrumentality of one of these animals.

A policeman saw a man running away from a refreshment room, and the runaway failing to stop when called upon the policeman released the dog from the leash. The animal pounced on the man, threw him and held him prisoner until the constable came up. Two other men were arrested in the shop and the three later in the day were committed to the quarter sessions for trial.

The dogs are of Airedale breed and have been trained after the manner of those at Ghent.

Work of Railroad Y. M. C. A. Reports on the last season's work received from the 25 branches of the Y. M. C. A. on the Pennsylvania railroad show a paid membership of something over 10,000, the largest branch being at Philadelphia, with 1,926 members. The total attendance for the season was 682,723.

ROBINS NEST ON ENGINE.

Birds Select Queer Home, But Have Stuck to It.

D. L. & W. engine No. 941 makes short trips from Gladstone to Summit, N. J., and chiefly late at night or early in the morning, so that she is laid up in a rural roundhouse in Gladstone during the day. For convenience the engineer and fireman who run her have erected a scaffolding around her tender to enable them to carry more coal. In the scaffolding at the rear corner a pair of robins have built their nest and ride on the trips from Gladstone to Summit and back in security if not in peace.

They appeared there in July first, about a month after mating season began, and proceeded at once with the building of their nest, working all day until the engine drew out about five o'clock to make its evening trip to Summit. Then they flew up in a tree over the engine house, and seemed to lament their lost labor. But the next morning the engine was in its place, and the birds began to build again, and so it went on for several days, when the nest was completed and on successive days eggs appeared there, and on July 13 the female brook herself to it with the obvious intention of rearing a brood. On that night she accompanied the engine to Summit and the next morning as well, sitting tight on her nest at the watering station and apparently unafraid of the turntable which reverses the engine at the end of its run. There she has remained ever since.

The male bird flies up in the oak when the engine is away, and on its return goes to the nest and feeds his mate. The theory is that the birds were driven from some partly established home early in the season and that their selection of a nesting place finally was made without the customary discrimination.—New York Press.

WORK OF THE RAILROADS.

They Knit the North and South Together After the War.

The southern railroads, more than brotherhood, knitted the north and south together after the war, according to Leslie's Weekly. The railroads gave prosperity to the south by encouraging immigration and bringing in people to help do the upbuilding. Memphis 20 years ago had a population of 64,000. To-day it has 102,000. The railroads did it.

A few years ago hundreds of places in Louisiana, like Crowley, for example, were only prairie land. The Southern Pacific built a station at Crowley, and to-day that place boasts 7,000 persons. Other railroads did the same thing for a hundred other thriving places in the southern states. The Southern railroad went into the waste places of the south and caused towns to spring up. The Seaboard Air line went into a country of blasted hopes and built up new industries and with them new courage.

To a region of penury the Atlantic Coast line brought plenty—by putting cash into circulation where no cash had been before. The Southern railroad gave the exact service necessary for the healthy development of the states through which it runs. It not only created new industries, but itself became the chief customer for the products of the new mills.

Railroad Statistics. The total mileage of steam railways in the United States at the end of 1907 was 228,128 miles, an increase of 5,362 miles over the previous year. Total capital liabilities were \$16,501,413,069, an increase of \$907,864,112, of which increase \$351,717,809 was represented by stock, the rest by bonds, etc.

The total of the capital stock was \$7,458,126,785; of bonds, \$8,228,245,257. Other bond obligations were \$815,041,027. Bills payable, it may be noted, figure at \$57,734,167. The total liabilities aggregated \$18,558,881,437, against \$17,455,286,628 for 1906. Stocks and bonds owned amounted to \$2,884,031,173.

The volume of business continued embarrassingly large till the panic of October and for a little while after, so that the figures of 1907 give no hint of the great shrinkage which was to follow in 1908. Gross earnings in 1907 were \$2,602,757,503, an increase of \$256,117,217, or 11 per cent., over 1906. Net earnings from operation were \$833,839,600, an increase of \$43,651,888, or 5 1/2 per cent. The previous year net had increased 15 per cent.

Of the total gross earnings, \$2,602,757,503, passenger traffic supplied \$574,718,578; freight, \$1,825,061,858, and \$202,977,067 came from other sources. The revenue a passenger a mile averaged 2.04 cents; a ton of freight a mile, 782-thousandths of one cent, or 16-thousandths more than in 1906.

Road Had the Block System. After several sudden jerks and abrupt stops the Chicago man on the southern railroad became apprehensive. Calling the porter aside, he said: "Sam, is this train safe?" "Safe as any, sah," assured the porter. "Well, is there a block system on this road?" Sam's face extended from ear to ear.

"Block system, boss? Why, we hab de greatest block system in de world. Ten miles back we were blocked by a load of hay, six miles back we were blocked by a mule, just now we were blocked by a cow, and I reckon when we get further souf we'll be blocked by an alligator. Block system, boss? Well, Ah should smile."—Chicago Daily News.

WHAT THE TRADE MARK MEANS TO THE BUYER

Few people realize the importance of the words "Trade Mark" stamped on the goods they buy. If they did it would save them many a dollar spent for worthless goods and put a lot of unscrupulous manufacturers out of the business.

When a manufacturer adopts a trade mark he assumes the entire responsibility for the merit of his product. He takes his business reputation in his hands—out in the limelight—"on the square" with the buyer of his goods, with the dealer, and with himself.

The other manufacturer—the one who holds out "inducements," offering to brand all goods purchased with each local dealer's brand—sidesteps responsibility, and when these inferior goods "come back" it's the local dealer that must pay the penalty.

A good example of the kind of protection afforded the public by a trade mark is that offered in connection with National Lead Company's advertising of pure White Lead as the best paint material.

That the Dutch Boy Painter trade mark is an absolute guaranty of purity in White Lead is proved to the most skeptical by the offer National Lead Company make to send free to any address a blow-pipe and instructions how to test the white lead for themselves. The testing outfit is being sent out from the New York Office of the company, Woodbridge Building.

Appreciates Teachers' Work.

One woman says that when her children bring home their school reports at the end of the month she always finds five minutes in which to write a personal letter to the teachers. If there is something that the children have learned that surprised her she writes a note of thanks and appreciation, and if the reports are unsatisfactory she writes offering to help the teacher in any way she may suggest. Needless to say, the teachers are appreciative, as any one will know who has ever taught school.

CURED HER CHILDREN.

Girls Suffered with Itching Eczema—Baby Had a Tender Skin, Too—Relied on Cuticura Remedies.

"Some years ago my three little girls had a very bad form of eczema. Itching eruptions formed on the backs of their heads which were simply covered. I tried almost everything, but failed. Then my mother recommended the Cuticura Remedies. I washed my children's heads with Cuticura Soap and then applied the wonderful ointment, Cuticura. I did this four or five times and I can say that they have been entirely cured. I have another baby who is so plump that the folds of skin on his neck were broken and even bled. I used Cuticura Soap and Cuticura Ointment and the next morning the trouble had disappeared. Mne. Napoleon Duceppe, 41 Duluth St., Montreal, Que., May 21, 1907."

All Up. "And when I saw the mouse," said the girl to her gentleman caller, "I thought it was all up with me!" "It was all up with her," butted in her little brother; "she grabbed her skirts and—"

And then they reached him and choked him off.—Houston Post.

A Hard Blow.

"So Barnstormer's performance of Hamlet caused a great hit in the country circuit."

"Yes, a stunning hit."

"Between ourselves, what caused it?"

"I don't think Barnstormer ever knew himself what struck him."

Sheer white goods, in fact, any fine wash goods when new, owe much of their attractiveness to the way they are laundered, this being done in a manner to enhance their textile beauty. Home laundering would be equally satisfactory if proper attention was given to starching, the first essential being good Starch, which has sufficient strength to stiffen, without thickening the goods. Try Defiance Starch and you will be pleasantly surprised at the improved appearance of your work.

Progress Reported.

"Did you have any luck fishing?" "Yes."

"How many did you catch?" "I didn't catch any. But I thought up some mighty good stories to tell the folks at home."

Important to Mothers. Examine carefully every bottle of CANTORIA a safe and sure remedy for infants and children, and see that it bears the Signature of *Dr. J. C. Hatcher* In Use For Over 30 Years. The Kind You Have Always Bought

It sometimes happens that a man doesn't ask his wife to sing because he is fond of music.

Margaret Daly Vokes is Dead. Margaret Daly Vokes, the well-known comedienne, died at her summer home in Lynnfield, Mass., Thursday night, after a long illness of tuberculosis.



This woman says that sick women should not fail to try Lydia E. Pinkham's Vegetable Compound as she did.

Mrs. A. Gregory, of 2355 Lawrence St., Denver, Col., writes to Mrs. Pinkham:

"I was practically an invalid for six years, on account of female troubles. I underwent an operation by the doctor's advice, but in a few months I was worse than before. A friend advised Lydia E. Pinkham's Vegetable Compound and it restored me to perfect health, such as I have not enjoyed in many years. Any woman suffering as I did with backache, bearing-down pains, and periodic pains, should not fail to use Lydia E. Pinkham's Vegetable Compound."

FACTS FOR SICK WOMEN.

For thirty years Lydia E. Pinkham's Vegetable Compound, made from roots and herbs, has been the standard remedy for female ills, and has positively cured thousands of women who have been troubled with displacements, inflammation, ulceration, fibroid tumors, irregularities, periodic pains, backache, that bearing-down feeling, flatulency, indigestion, dizziness or nervous prostration. Why don't you try it?

Mrs. Pinkham invites all sick women to write her for advice. She has guided thousands to health. Address, Lynn, Mass.

A Few Funny Facts.

The Georgia legislature has had under consideration a bill which would make null and void a matrimonial compact into which a woman has wheedled a man by means of paint, powder, perfume, cosmetics, artificial teeth, false hair, corsets, hoops, high-heeled shoes, low-cut waists, lace or rainbow hosiery, or by any other artificial means or practices. Why not limit the woman's "wheedling" privileges to the method of abasement treatment? It is plain the poor men need at least a ten-mile start.

The people of Paris, 2,714,000, could stand on 0.29 of a square mile, and the population of Chicago on about 0.22 of a square mile.

DODD'S KIDNEY PILLS

SICK HEADACHE

CARTER'S LITTLE LIVER PILLS

SMALL PILL. SMALL DOSE. SMALL PRICE.

CARTER'S LITTLE LIVER PILLS

LIVE STOCK AND MISCELLANEOUS

Electrotypes

IN GREAT VARIETY FOR SALE AT THE LOWEST PRICES BY

A. N. BELLOGG NEWSPAPER CO. 23 W. Adams St., Chicago

PARSON'S HAIR BALM

Restores the Hair to its Natural Color and Promotes its Growth. Prevents Greyness and Baldness. For Information, Address E. J. Hayward, South

Thompson's Eye Water

EDUCATIONAL

Nebraska Military Academy

Lincoln, Nebraska

Cotner University

Nebraska, Neb., Lincoln

W. N. U., LINCOLN, NO. 36, 1908.