WESTERN CANADA LEADS AS WHEAT PRODUCER

342,000,000 Bushels Wheat in 1915; In 1916 Many Farmers Paid for Their Land Out of Their Crop.

That Western Canada is indeed "Mistress of Wheat" to the extent that its 1915 crop exceeded, acre for acre, the production of any country on this continent, is a striking fact proved by the following figures:

In 1915 the Dominion of Canada produced 376,000,000 bushels of wheat which represented an average yield of 29 bushels to the acre. The United States produced 1,011,505,000 bushels, yield of 17 bushels per acre. The only serious competitors in wheat production in South America were Argentine, with 178,221,000 bushels, or less than 12 bushels per acre, and Chile, with 19,000,000 bushels or 13 bushels per acre.

The three Western Canadian prairie provinces of Manitoba, Saskatchewan and Alberta produced between them 342,000,000 bushels out of the total Canadian 376,000,000 bushels. It will be seen, therefore, that, outside of the United States, Western Canada produced considerably more than the combined production of North and South America. Canada is of course a new-settled country, and the fact that the crop of the United States was practically three times as much is no discouragement. The United States has at present more than twelve times the population of Canada in approximately the same area.

To illustrate further the greater productiveness of Western Canadian land, we submit the following figures, showing the 1915 yields per acre in the three provinces of Western Canada and in the states which in that year produced the greatest quantity of wheat. The figures are taken from the U. S. department of agriculture's annual report and from the figures of the Dominion census bureau:

	Bushels per acre 1915
All Canada	29
Western Canada only	29 1-5
Province of Manitoba	28 4-5
Province of Saskatchewan	28 1-2
Province of Alberta	32 4-5
United States, all	17
Montana	26 1-2
Washington	25 1-5
Wisconsin	22 3-4
Ohio	20 2-5
Iowa	19 4-5
Illinois	19
Pennsylvania	18 1-2
Nebraska	18 2-5
North Dakota	18 1-5
Indiana	17 1-5
South Dakota	17 1-10
Minnesota	17
Texas	15 1-2
Virginia	13 4-5
Kansas	12 1-2
Missouri	12 3-10
Oklahoma	11 8-5

In 1916 the crop was not as heavy, but the yields in many districts were very large. So large, indeed, was the acreage under cultivation in 1915 that the resulting crop proved too large to be all threshed the same fall. It overloaded railroads, and made marketing slow. A less amount of fall plowing was done than would have been done in a less heavy year, because the average farmer was too busy with his threshing. All these conditions necessarily reacted upon the acreage seeded in the spring of 1916. Add to this that labor last year, owing to the great number of Canadians who have enlisted, was scarce and high-priced, and one factor in the decreased yield—smaller acreage under crop was evident.

Another factor is that this year Western Canada has experienced, in common with the entire North American continent, conditions that have been less favorable to the production of big crops. The conditions have resulted in smaller yield per acre and reduced grade of grain in certain localities.

The average yield of wheat in the three western provinces is estimated by the government at about 16 bushels per acre, oats 43 bushels, and barley 27 bushels.

The financial value of their crops to Western Canadian farmers has been greater this year than ever before. Owing to the high prices of grain that are prevailing, returns have been received that are extremely profitable. With wheat standing at the present time at over $1.00 per bushel at the Great Lakes, a wheat crop at present figures would pay the farmer, even supposing he had only the average of 16 bushels per acre, over $30.00 per acre. A large number are receiving $50.00 per acre—some have received $75.00, and a few even more than that.

This price, of course, is not all profit; it represents the gross return, and the cost of operation must be deducted. But it does not, even at the highest figures, cost more than 65 cents to raise a bushel of wheat in Western Canada, so that the profit can be figured accordingly. It must be emphasized that the acre which produces a $30.00 crop costs in the first case, probably less than that. In the United States the same class of land would cost in many districts from $100 to $200 per acre, and even then a return of $30.00 would be considered extremely satisfactory. In Western Canada the best class of agricultural land, capable of producing crops that in size compare with any country in the world except, perhaps, some European countries, can be obtained at, on the average, from $20 to $30 per acre, with irrigated lands some what higher. It is no exaggeration whatever to say that a number of Western Canadian farmers have paid for their land entirely from the proceeds of last year's crop, and this includes men who last year began for the first time.—Advertisement.

Boy for "Safety First."

The other morning a mother of seven was alarmed at hearing her youngest child screaming.

Rushing up to the bedroom to ascertain the cause, she observed her four-year-old son prodding at his little sister's arm with an old pocket-knife.

"Whatever are you doing, Willie?" shouted the frantic mother.

"I am waxinating Eva," replied the youngster proudly.

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This announcement will interest many of our readers. If your druggist hasn't any freezone tell him to surely get a small bottle for you from his wholesale drug house.—adv.

A Student of Human Nature.

"Did you see the boss?"

"No," replied the messenger; "but I saw a feller that's tendin' office fur him."

"How do you know he wasn't the boss?"

"No real boss would take a chance on bein' as fresh as that guy was."

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Vom Schauplatze des europäischen Völkerkrieges

Es dürfte eine kurze Uebersicht über die Erfolge der deutschen Kriegführung zur See von Interesse sein. Um den Erfolg in seinem ganzen Umfange ermessen zu können, muß man sich über die gewaltigen Gesamthilfsmittel der Engländer und über die Nachteile, die ihnen die sonst gesichützte insulare Lage bereitet, klar sein. Ein Bericht des Bundeslandwirtschaftsamtes vor dem Kriege besagt, daß England 73 Prozent seines Bedarfes an Getreide einführen muß, 47 Prozent seines Bedarfs an Weizen, 53 Prozent an Geflügel und Eiern, 38 Prozent an Butter und Käse und den ganzen Bedarf an Zucker. Prof. Smith von der Pittsburger Universität, eine Autorität auf ökonomischem Gebiete, hat ausgerechnet, daß Englands Vorräte an Nahrungsmitteln in 120 Tagen aufgebraucht sind, wenn diese durch neue Zufuhren nicht ersetzt werden, wenn mit andern Worten, die Zufuhr durch Unterbindung der Schiffahrt unmöglich gemacht wird. Diese Tatsachen zeigen unwiderruflich, daß England von seiner Handelsflotte absolut abhängig ist.

England trat nach den neuesten Zusammenstellungen mit 12,328 Dampfern von zusammen 10,992,000 Nettotonnen in den Krieg. Dazu kommen noch Tausende von andern Dampfern, sodaß Großbritannien über eine Uebersehandelsflotte von 13,846,365 Nettotonnen verfügte. Viele von diesen Dampfern kommen, da es Passagierdampfer sind oder sonst für große Frachtladungen nicht verwendet werden konnten, für den großen Uebersee-verkehr nicht in Betracht. Nach einer im englischen Parlament vor einigen Monaten gemachten Erklärung verfügte England beim Ausbruche des Krieges über eine Handelsflotte von 11,300,000 Nettotonnen, die in jeder Beziehung, was Beschaffenheit der Schiffe anbetrifft, für den überseeischen Verkehr in Betracht kamen. In den Jahren 1908—1912 wurden in England neue Schiffe von zusammen 780,000 Tonnen gebaut, aber von diesen waren 200,000 Tonnen Aufträge für fremde Nationen, sodaß für England in diesen Jahren ein Zuwachs von 580,000 Tonnen erstand. Bei dieser Berechnung sind aber die beträchtlichen Jahresverluste an Schiffen, die wegen Alters ausgeschaltet werden müssen und durch Unglücksfälle zerstört wurden, nicht in Betracht gezogen worden. Die Jahre 1908—1912 standen im Zeichen der Hochkonjunktur, und mehr Schiffe als sonst wurden in dieser Zeit auf Kiel gelegt. Von fachmännischer Seite wird berichtet, daß England während des Krieges nicht ganz 300,000 Tonnen an neuen Schiffen erbaute, gegen die vorher angegebene Periode also ein Ausfall von etwa 280,000 Tonnen, da nicht anzunehmen ist, daß englische Werften während des Krieges Schiffe für das Ausland bauten. Die Gesamtsumme von 14,500,000 Tonnen besteht also auch ohne die durch den Krieg verursachten Verluste nicht mehr, da der Jahresverbrauch an Schiffen durch die geringen Neubauten nicht ersetzt werden konnten. Konservative Schätzungen würden demnach eine Gesamtflotte von 11,300,000 Tonnen ergeben, die England heute haben würde, wenn es keine deutschen Unterseeboote, Kreuzer und Minen gäbe.

Von diesen 11,300,000 Tonnen sind, wie der englische Blockademinister im Parlament erklärte, von der englischen Regierung Schiffe zum Gesamtgehalt von 4,200,000 Tonnen requiriert worden. In derselben Sitzung des Parlamentes, die vor einiger Zeit stattfand, erklärte derselbe Minister, daß die englische Flotte bis dahin durch die Kriegsmaßregeln der Deutschen Schiffe von zusammen 2,300,000 verloren habe. Seit dieser Zeit sind die deutschen Unterseeboot tätiger denn je gewesen, und einschließlich der in den letzten Wochen von den deutschen Handelsjägern versenkten Schiffe sind mindestens 700,000 Tonnen in englischen Dampfern zerstört worden, also zusammen 3,000,000 Tonnen oder 40 bis 42 Prozent aller Schiffe, die zum Transport von Nahrungsmitteln, Munition, Rohmaterial usw. verwendbar waren.

Natürlich können viele von den Schiffen, die die Regierung requiriert hat, dem Handel zurückgegeben werden, aber das würde die im Felde stehenden Heere, namentlich die englischen Truppen in Indien, Afrika, Griechenland und Aegypten so schwer treffen, daß ihr Bleiben dort nicht mehr sicher wäre. Zudem würde dies nur wenig helfen, da die deutschen Unterseeboote eine immer größer werdende Tätigkeit entwickeln.

Ein anderer Gesichtspunkt darf nicht außer Acht gelassen werden, daß nämlich in der Zeit vor dem Kriege und auch noch in der ersten Zeit des Krieges viele neutrale Schiffe, namentlich die ungeheure Flotte der Norweger, den Engländern bei der Bewältigung ihres riesigen Handels halfen. Verkehrten doch im Jahre 1912 63,000,000 Tonnen in neutralen Schiffen in englischen Häfen. Der deutsche Unterseebootkrieg und die Minenfelder haben den Neutralen die Lust am Handel mit England verleidet, und England ist heute fast gänzlich auf sich selbst angewiesen, zu einer Zeit, da seine Not am größten und der Mangel an Laderaum am empfindlichsten ist.

In der deutschen Presse hat man behauptet, daß die Note der Alliierten an unsere Regierung von einem Verrückten geschrieben worden sei. Die Behauptung hat etwas für sich, da gesunder Menschenverstand unmöglich einen Zusammenhang zwischen der aufteilen Lage Englands und den in den Noten aufgestellten Behauptungen und Forderungen herstellen kann. Es ist nicht anzunehmen, daß die englischen Staatsmänner ganz den Verstand verloren und daß sie mit dem Verschwinden ihrer Handelsflotte wohl gerechnet haben und auch noch rechnen. Im letzten Jahre wurden dreimal so viel Schiffe versenkt wie in den ersten beiden Kriegsjahren, und im kommenden Jahre dürften vier oder fünfmal so viele versenkt werden. Das würde gleichbedeutend mit der Vernichtung des englischen Handels auf Jahre hinaus sein. Man muß unbedingt annehmen, daß England es so weit nicht kommen lassen wird.

Stärkste Flottenbasis der Welt.

San Francisco. Kürzlich hier eintreffenden Berichten gemäß lassen die Ver. Staaten Vermessungen an der Küste von Nicaragua vornehmen, um die stärkste Flottenbasis der Welt dort einzurichten. Es heißt, daß die vereinten Flotten der Welt diesen Hafen nicht einnehmen könnten, wenn er befestigt sei.

Die Arbeiten in dieser Gegend sind in aller Stille vorgenommen worden, um die Eifersucht der benachbarten Republiken Honduras und San Salvador nicht zu erregen.

Es heißt allgemein, daß die Ver. Staaten eine Stelle für eine Flottenbasis von Nicaragua erlangt haben. Nicaragua wurde fremden Mächten so stark verschuldet, daß die Ver. Staaten einschreiten mußten und die Leitung der Zolleinnahmen übernahmen, bis diese Schulden abgezahlt waren.

Während keine öffentliche Ankündigung betreffs der Einrichtung einer Flottenbasis gemacht worden ist, werden die jetzigen Vermessungen als Beweis für dieses Projekt angesehen.

Die Benutzung des Panama-Kanals und die Pläne für ein größeres Pacific-Geschwader erfordern eine Kohlenstation und Flottenbasis zwischen San Diego und der Kanalzone. Die kleine Station La Paz in Mexiko liegt zu abgelegen vom Kanal, um von großem Nutzen zu sein.

Deutsche Seelente haben ihre Tüchtigkeit bewiesen.

Was zu Beginn des Krieges erwartet wurde, daß die deutsche Marine sich, so viel es nur immer in ihren Kräften stände, bewähren werde, ist eingetroffen. Wenn Admiral Meahan noch lebte, müßte er das schiefe Urteil, das er nach Kriegsausbruch in einem New-Yorker Blatte über die deutschen Seeleute fällte, revidieren. Er behauptete damals, diese seien „gute Soldaten", aber eben keine Seeleute! Der berühmte Theoretiker urteilte verkehrt, weil ihm das Wesen des deutschen Charakters fremd geblieben und weil er für England voreingenommen war, von wo aus ihm sehr viel Schmeichelhaftes über seine Schriften gesagt worden war. Gerade das haben die deutschen „Marinierten" bewiesen, daß sie Seeleute im besten Sinne des Wortes sind. Modern im höchsten Maße, wenn es sich um die Beherrschung der technischen, in den Dienst des Schiffswesens gestellten Mittel und Anwendung nautischer Kenntnisse handelt, haben sie sich dennoch den kühnen Geist jener alten Hansen bewahrt, die einst die nordischen Meere beherrschten. Das beweisen von neuem die Taten jenes deutschen Kreuzers, der im Atlantischen Ozean eine so erfolgreiche Jagd auf britische und französische Schiffe veranstaltete, daß die Beherrscherin der Meere zittert vor Wut.

Schiffahrt soll deutsch bleiben.

Amsterdam, über London. Die Frankfurter Zeitung meldet, daß der Bundesrat den Verkauf von Aktien deutscher Rhedereien ins Ausland verboten habe. Zweck des Verbotes ist, zu verhüten, daß unwünschenswerter ausländischer Einfluß sich in der deutschen Schiffahrt geltend mache.

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Detroit Theatres

DETROIT OPERA HOUSE.

John Drew, fresh from an engagement at the Criterion theater in New York and an unusually successful one at the Blackstone theater, Chicago, comes to the Detroit opera house next week. This most popular of American players will be seen in the comedy, "Major Pendennis," made by Langdon Mitchell from the Thackeray novel. A company including several favorite players supports Mr. Drew.

GARRICK.

The Lew Fields of the frivolous days of Weber and Fields' music hall will decidedly not be among those present when "Bosom Friends," a comedy with heart interests, comes to the Garrick next week. Instead, the real Lew Fields—the dramatic actor and not the buffooning comedian—will be in evidence. The occasion will mark his first appearance in this city in a semi-serious role.

GAYETY.

A most welcome attraction at the Gayety theatre will be the annual visit of the "20th Century Maids." Mirth provoking propensities of the piece depend upon several unique character interpretations, at the head of which is Jim Barton, as a tramp. Mr. Barton offers a clean droll comedy character conceived along original lines that keeps his audience in an uproar. Singing honors are claimed by Irene Mack.

The production has elaborate stage settings and is magnificently costumed, with the same original cast that played at the Columbia theatre, New York.

The show will open with a matinee Sunday and continue for one week only.

GANZ-SPAULDING CONCERT AT DETROIT ARCADIA.

Rudolph Ganz, the eminent Swiss piano virtuoso, who will be heard joint recital with Albert Spalding, the great American violinist, at Arcadia Auditorium, February 1st, under the Devoe-Detroit Management, has unquestionably made clear his right to a place among the first pianists of the time.

Ganz is unique in that his personality has no trace of the atmosphere,—some who are inclined to mince words say—affection—that seems inseparable from virtuosity.

He comes upon the platform, sits down at his instrument naturally, lets his fashionably trimmed hair alone, throws no dreamy glances into space, but goes about his business, which is to do justice to his composer.

HAROLD BAUER AND CINCINNATI ORCHESTRA AT DETROIT ARCADIA.

It is a nevent in any city when Harold Bauer ,the "master pianist," comes for a recital, but it is doubly important when he appears in a great piano concerto with an orchestra like the great Cincinnati Orchestra of eighty-five players with Dr. Ernest Kunwald as conductor. This orchestra has just given a concert in New York City, and in spite of the many orchestras in that great center, Dr. Kunwald aroused thunders of applaus and the papers teemed with enthusiastic notices. A concert will be given in Detroit at Arcadia, on Tuesday evening, February 6th, at which Bethoven's great "Seventh Symphony," will be played and Richard's Strauss wonderful "Death and Transfiguration," one of the most remarkable compositions of all time, the program also including Mozart's lightly tripping "Marriage of Figaro" overture.

Harold Bauer's standing in the world of music is described by the phrase "Master Pianist." It suggests the pianists overwhelming victory over technical difficulties, his fine poetic insight, his musicianship, and his powers of interpretation. Master Pianist is Bauer in every sense, a fact which America as well as Europe long since has recognized and appreciated. To hear this combination is well worth a trip to Detroit on the 6th of February Mail orders for seats may be addressed to Grinnell Bros., 245 Woodward avenue, Detroit.

Never Out of Date.

We are inclined to smile at the quaint costumes that our grandparents wore, and at their rather stilted, formal manners. We dispense with a great many things which were considered important a hundred years ago. But patient, plodding perseverance, sticking to a thing till you finish it, is held in as high esteem in the twentieth century as it was in the eigteenth. Industry and patience are never out of date.

Grecian Dolls.

As one might expect, the little Greek girls had beautiful dolls. They were made of clay and wax and decorated with bright colors. They had beautiful garments which could be put on and taken off at will, and some of them were made to represent the gods and heroes so much revered by the people. They were not stiff creatures, but had movable limbs.

Question of Appetite.

Probably no difference of opinion on a comparatively minor subject is more striking than that which exists between a man and his doctor on what constitutes overeating.

Common-Sense Method.

"What did yo' do, sah, when big Brudder Tump called yo' a liah?" "Uh-well, sah," replied small Brother Slink, "as de gen'leman am six feet high and weighs mighty nigh a ton, what could I do but move dat we make it unanimous?"—Judge.