

Dauphin, have wintered some thousands in this way, hay and water being always in reach, and wagon loads of early calves head the homeward bound procession.

Our government has come down pretty liberally with \$7000, to pay premiums for the contemplated fall show at Winnipeg. They take no other hand in it, and it must be controlled by the city men who started the movement, the city itself passing a by-law to raise \$25,000 to put up the necessary buildings. It will take pretty live management to build and make perfect preparations for a good sized show in October, the earliest date at which the show can be held, but there never was any movement here before that had such hearty concurrence from people all over the province, and, with a good season, a very fine show may confidently be reckoned on.

Though the Portage Horse Show was the big event of the spring season, the three along the southern line, held at Manitou, Pilot Mound, and Morden, were still very useful. Along with some rather poor specimens there were some very good horses, both imported and Canadian bred, at all the places, proving that everywhere farmers who are careful of their breeding may have the best of sires if they wish to pay for them.

In the neighborhood of Manitou there are a good few cattle afflicted with about the same symptoms as la grippe in the human subject, and which Dr. Young, the local veterinarian, has no hesitation in pronouncing la grippe and treating accordingly.

The farming prospects for Manitoba were considerably improved by a few moist days following a severe wind storm that came up from Dakota on the 19th April. From broad casted and harrowed land, a good deal of the surface mould was carried away, but on press-drilled land, especially where the drilling ran east and west, no harm resulted from this cause.

Better Accommodation for Cattle Exportation.

The accommodation at Montreal for the exportation of live stock is not in keeping with the importance of this industry, and it has on more than one occasion given rise to discontent on the part of exporters. The Dominion Live Stock Association have taken the matter in hand, and we trust that the civic authorities may recognize clearly the magnitude of the interests at stake, and assist in affording exporters better wharf accommodation for the loading of cattle and sheep upon the ocean steamers. The association have advanced the following well grounded arguments in a circular, that has been sent to the Montreal Board of Trade, and other influential bodies:

To the President and Council of the Montreal Board of Trade.

1. The live stock industry has assumed gigantic proportions within the past few years. The season of 1889 showed an increase of 25,000 head of cattle and 13,000 head of sheep. The total value of live stock shipped from this port in 1889 was about \$8,000,000.

2. Canada is destined to be a great agricultural country. Farmers must of necessity raise a certain amount of stock, as root and grain crops impoverish the land whilst cattle enrich it and pay the farmer equally well; therefore we believe the export of live stock is sure to continue to increase. It interests us as live stock exporters and you as representative citizens of Montreal in providing proper facilities for the handling of this important industry.

3. In view of the contemplated harbor improvements, we deem it a proper time to bring the matter to the notice of your board. We respectfully ask that wharves be set apart (say at Hochelaga or Windmill point), where ocean steamers could receive their living freight after the general cargo had been completed. Both railways should have access to such wharves. Union stock yards would be built and the animals would be put on board direct from the sheds, thus effecting a great saving in time and protecting the poor dumb animals from all the abuse and rough usage that they are at present subjected to. This would centralize the business and reduce the depreciation and mortality to a minimum.

4. The custom of loading cattle and dead freight at the same time is disastrous to us as cattle exporters. In most cases the animals are kept upon the wharf for four or five hours under a burning sun, tramping through general cargo (which is usually littered all over the wharf), such as fine clay pipes, sheet and

scrap iron—horning, cutting and maiming themselves, and very often jumping into the river. All the lots of cattle have to be kept separate. This is no easy matter considering the number of teams that are continually driving through them.

5. The abuse the animals receive at this port, owing to the present system of loading, put them in anything but fit condition for the ocean voyage and the English and Scotch markets. In many cases large numbers die from exhaustion. Witness the mortality on the steamship *Carthaginian* last year, in which over 180 head of cattle died between here and Quebec. This was largely due to the animals having been heated up on the wharf previous to loading, and to the fact that the steamer had not completed her cargo, and had to remain at the wharf for several hours after the cattle were aboard. Cattle that are heated and excited at the loading depreciate very much in value, and where a heavy mortality occurs the balance usually land in a wretched condition, thus entailing heavy loss to the owner. We can instance several similar cases of heavy mortality during the past six years, but we think it is not necessary, as any person who has occasion to frequent the wharf will readily admit that a great improvement is required in the loading and handling of cattle.

FOR THE CANADIAN LIVE STOCK AND FARM JOURNAL.

A Sheep Rack.

I noticed the plan you gave of a sheeprack modelled after those in use at the Ontario Agricultural College; as I think ours is better only on the ground that it is easier made and cheaper, I forward it to you. It is so very simple, besides being very cheap, that a handy boy could make it in a day. It will accommodate 20 sheep. The ends are made of 4 x 4 scantling 12 feet long, cut in two and halved together as in Fig. 1.

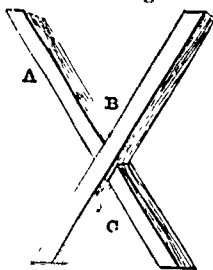


FIG. 1.

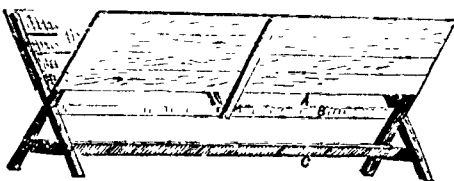


FIG. 2.

Four boards 15 in. wide and 12 ft. long, will do for the sides (A Fig. 1.). Have an opening (A Fig. 2.) about 4 or 5 inches wide, so that the sheep can pull the feed out nicely. Nail up the outside ends at B and the inside at C, then get a plank 12 or 13 in. (Fig. 1) in width, and put 4 or 5 in. sides for a trough, as in C Fig. 2., and make rests for it at each end about a foot from the ground. Bore a hole through the boards at C Fig. 1. and into the end of the trough, and put a pin in each end so that it can be removed if necessary. Set a board, B Fig. 2., about six inches wide, into a groove just where the scantling cross above the trough to prevent the sheep jumping through and getting fodder in their wool. A three inch piece nailed across the top and down to the sides meeting at the ground-board is necessary to strengthen it. The total cost of the work is not quite \$2.00, labor included, and being close at the sides, no chaff or dirt falls upon the sheep, and fifteen or twenty sheep can feed from it at once.

JAMES BOWMAN.

Mount Forest, Ont.

Mr. D. P. McPHAIL, Vernon, Ont., writes: "I am two years in arrears; you will find 3.00 enclosed with thanks, wishing you every success and hoping that the Stock Journal may have a widespread influence. It should benefit the farming community very much."

Dominion Live Stock Association.

We have received a number of communications in regard to the Dominion Live Stock Association, and deeming the matter of general interest, we would say that to become a member the candidate must be vouched for by some member actively engaged in the stock trade. His name is placed before the Executive Committee. If accepted, he is entitled to the rate of one cent per mile on the C. P. R. and G. T. R., provided he has owned and shipped ten car loads of stock over each road. In other words he must ship in his own name, ten carloads of stock over each road, in all twenty cars, before he can secure the cheap rate. The admission fee for members is ten dollars, and the annual subscription is three dollars. In a recent letter the obliging secretary of the association, Mr. W. Cunningham, says: "Our association is of immense benefit in case of united action being required, and it is well worth the subscription price of three dollars per year to meet regularly, and discuss matters of interest to the trade, even without the privilege of cheap rates. The outlook for the cattle trade is not particularly bright, at least not for those speculators who have bought so many cattle at 1 c. to 1 1/4 c. per lb. dearer than last year. Of course the farmers and others who have had the distillery cattle, have benefited largely by the jealousy and competition. I think the markets in England and Scotland will be fully equal to last year, but I do not believe that cattle that are bought at 5 or 5 1/2 cents can make money. Last year the top price was 6 1/2 cents. It would take 7 cents to make money this year for the exporters."

FOR THE CANADIAN LIVE STOCK AND FARM JOURNAL.

Raise the Quality of Beef.

Now that times are hard, prices low, and the feeders of fat cattle have difficulty in making their sales show a profit, it is more than ever necessary that only the best quality of beef, that which will bring the top price, shall be produced. If any kind will leave a margin of profit, that certainly will. What kind of beef is most in demand? What quality will bring the best price and make the most profit? Animals of medium size, fleshy, and young. Those that will give the butcher rich juicy meat and plenty of it on the best cuts, moderately fat, and if marbled, fat and lean mixed, so much the better. The Christmas fat ox and heifer have had their day, and it is past. In years gone by, the feeder who could bring out the fattest, heaviest animal won the prize, and sold for perhaps ten, twelve, or fifteen cents per pound live weight. The butcher who purchased hung up the animal as an advertisement, and never expected to get cost from the sale of the meat. It was decorated with gay rosettes and many colored ribbons. The purchaser of each portion was entitled to have his name displayed thereon, as buying so many inches of solid fat. Similar animals may still win the prizes at our Fat Stock Shows, but no longer can the feeder obtain such prices. Householders are more anxious now to get meat that will be pleasant and palatable. In our larger cities especially, more quality is needed in the beef. A few cents in price is not thought about when a first class article of food can be produced.

At the last Christmas market at Smithfield, London, England, there was a great demand for animals weighing from ten hundred to thirteen hundred, live weight, young well-bred, well-fed animals. Quality of beef was wanted. The prize animals were neglected. Animals weighing a ton, fat as they could be made, were not looked at. Animals half the weight, not over-fat, with rich meat, were eagerly picked up at big prices. Such animals can be produced by Canadian feeders and farmers in large quantities. For such there is always a good demand. They must have quality, a large proportion of the blood of our best beef breeds, be well-fed from the day they are dropped, and ready for the butcher under three years old. For a good second quality the dairy cows of the milk and butter districts, crossed with a good beef breed, will make a suitable animal. If our feeders will take up this matter heartily, instead of our shipments to England being 85,000 head, that number might easily be doubled, and the profits of the feeder more than doubled on every animal. We have far too many scrubs, they cannot be made to pay. Feed the kind and quality needed by the consumer, and price and profit will be all right.

Guelph, Ont.

D. McCRAE.