

FARMING

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Pay! Pay!! Pay!!!

In the words of Kipling's "Absent-Minded Beggar" we would like to say to some of the readers of FARMING who have allowed themselves to get into arrears "Pay! Pay! Pay!" Let us put emphasis on these words, and say that we must expect to hear from them quickly—pay, pay, pay.

Springtime and Seed Selection

In a couple of months at most, gentle spring will be here, bringing with it seed-time and the various duties which devolve upon the tiller of the soil, as soon as Jack Frost disappears. Keeping this fact in mind, the farmer should begin now to lay plans for next season's work. There is the rotation of crops to be decided upon and the selection and thorough cleaning of the seed to be sown. It is not wisdom or good policy to delay these matters to the last moment. If you have decided to sow the seed grown on your own land last year, then some attention should be given to selecting the best seeds, and properly cleaning them. Many dirty crops are the result of leaving the cleaning and the selection of seed till the time of sowing, when one is too busy to give any extra attention to thoroughly cleaning it. If you have decided to purchase seed, you cannot begin too early to look for seed of good quality and that is thoroughly clean. In addition to the question of seed selection, there is that of getting the implements ready for work, of planning for the repair of broken fences and the building of new ones, and a hundred and one other little things that have to be attended to when spring comes, which it will pay every farmer to bestow a little forethought upon before the active duties begin. "A stitch in time will save nine."

The Transportation Problem

At the dairymen's gathering at Stratford, a report of which appeared in last week's FARMING, Mr. Andrew Pattullo, M.P.P., stated that transportation is one of the great problems of the future. Never were truer words spoken. Not only is it the great problem of the future, but it is the great problem of the present. We have endeavored from time to time to impress this fact upon our readers. To no other class of our citizens should the question of transportation be of greater interest than to farmers. They are the chief producers of this country, and form about one half of our total population, and any movement that will effect a reduction in the cost of transporting their products to the consumer, wherever he may be found, means increased profit for the farmer.

It is only of late years that the farmers, individually or as a class, have taken any special interest in this great

question. There is, perhaps, a reason for this. In the past the question has been left largely to the politicians to discuss, and has appeared to the farmer largely as a means of furnishing campaign ammunition for the candidates seeking their suffrages. But with the advent of the Farmers' Institute and the numerous agricultural gatherings of to-day the transportation problem has been presented in a way that appeals directly to the farmer's profit and loss account. While the politician has a perfect right to discuss this problem, and we hope he will continue to do so as much as possible, yet the question is one that is away above party politics. It is a great national problem which every citizen of this great and growing country must do his share to help solve. If, within the next ten years, some radical change does not take place in the way of greatly-reduced railway and ocean freight rates in getting the products of our farms to the consumer in Great Britain and elsewhere, we shall despair very much as to the future of this country. But the agitation along this line is growing, and farmers, as well as business men, are turning their energies in this direction, a movement that must result in something definite and practical before long.

As to the importance of cheap transportation to this country, it is not necessary to dwell at length. Everyone must realize that it is of vital importance to every producer. There never was a period in the world's history when there was so much competition among food-producing countries in securing markets for their products as the present. We have, to-day, in addition to the United States and the countries of Europe, Argentina, New Zealand and Australia bending their energies towards securing markets for their products in the Old Land. To compete successfully with these countries we must not only be able to turn out the finest quality of product and to produce it at the lowest possible cost, but we must be in a position to have it conveyed to the English consumer as cheaply as not cheaper than any other competitor, distance, etc., considered. At present we are not in this position. The producer in the United States, everything considered, gets his products to the consumer cheaper than does the producer in Canada. This should not be. We cannot hope to successfully compete with our neighbors to the south in the markets of Great Britain unless we have the same advantages as regards freight rates, etc. There is, however, one way of doing it—that of producing a superior quality of product, as in the case of Canadian cheese.

Storing Ice

If you have not already done so preparation should be made at once to store some ice for next summer's use. There are many luxuries and conveniences possible to the farmer with a supply of ice for family use. Then every farmer who keeps cows and has to care for the milk for factory purposes or to make it into butter at home will find ice of very great assistance. In fact, a supply of ice is almost a necessity on every dairy farm. From five to ten loads of ice will supply about all the average farmer requires for nearly every purpose for which ice might be used on a farm and this quantity can be stored up at very little cost.