

Feed Products.

Professor Robertson, agricultural and dairy commissioner for the Dominion Government appeared before the house of commons' standing committee on agriculture and colonization on Thursday when he gave information on the exportation of perishable food products from Canada. Among other things, he said: A sure way to increase the wealth of the country and to promote its material prosperity is for its people to realize from its natural resources through the manufacture and sale of fine food products. The extent of the demand for these is dependent upon the excellence of quality and relative cheapness. The production of these responds promptly to relatively high prices or profits. People are attracted into countries and localities where they can make money and to the class of labor they can do comfortably which pays best. Well-to-do purchasers of beef in Great Britain pay one shilling per pound for best cuts, 8d. for second cuts, and 4d. for third cuts. These prices are equal to an average of 17 cents per pound by the carcass at wholesale, 3½ cents per pound of beef is enough to cover the retailer's expenses and the freight and other expenses from Montreal to Great Britain. If the beef could be sold retail at the prices named—and they are not as high as the quotations for the best beef in Great Britain—13½ cents per pound of beef should be available to the farmers in Canada for the best quality. The hides, tallow and offal should be of sufficient value to pay the local freight charges to Montreal.

The opinion has prevailed that to market was the chief obstacle to, and absorber of profits. An eminent statesman made the well-known announcement that "the British farmer would always be sufficiently protected against foreign competition by the freight charges which foreign products would have to bear." So much have the transportation facilities in Canada been improved that the total freight charges on cheese from the railway stations in Ontario and Quebec to Liverpool, Bristol, Glasgow and London, did not last year exceed 5 per cent of the value of the cheese, or 2½ per cent of the value of creamery butter. With complete refrigerator service throughout, and the butter bearing the whole expense, the transportation charges to Great Britain from railway stations in Ontario and Quebec need not exceed 1 per cent of the value of the creamery butter. On an average, the freight charges from the railway stations in Ontario and Quebec to the great seaports of Great Britain are not more than 1 or at most 2 per cent of the value of butter and cheese, higher than the freight charges on similar products from the country railway stations throughout England and Scotland.

Daintiness in flavor is the quality in food products which give them high market value. Butter can be preserved without appreciable deterioration in quality, if put in cold storage chambers at a temperature of 33 or 34 Fahr two days after it is made. Some butter made at the dairy station at Moosejaw, N.W.T., in June of last year, and held in even imperfect cold storage for the first part of the season was sold in Manchester in January of the current year on its merits, for within 2c per lb. of finest Danish butter, and within 1c a lb. of choice colonial fresh-made. What the British public want is fresh flavored butter and fine flavored foods. Cold storage service preserves these from being spoiled during transit or while waiting for a favorable market.

Professor Robertson gave detailed information on the expense of shipping cattle to Great Britain. He gave particulars of the expenses and net returns from a shipment of 230 cattle by one of the large feeders and shippers from Canada. The cattle were slaughtered in

Liverpool and their carcasses sold as dressed beef. On one lot of 100 steers, the total average expenses from Montreal outwards, including ocean freight, slaughtering at Liverpool and the selling commission there was \$15.43 per head. This is exclusive of the expenses for fodder and cattleman on the voyage. The steers gave 742.4 lbs. of dressed beef each, on an average. The selling price at Liverpool averaged \$8.67 per 100 lbs. of beef. The average revenue per steer for hide, offal and fat was \$11.81. On 180 head of cattle the expenses for the freight and dock charges, slaughtering, refrigeration and commission, from Montreal as live steers until sold as dressed beef in Great Britain, averaged \$14.96 per head. These steers gave an average weight of 773 lbs. of dressed beef, and sold at an average of \$8.78 per 100 lbs. of beef. The average revenue for hide, offal and fat, was \$11.76 per steer. Estimating that beef from similar high grade steers could be retailed in Great Britain at 8d. for the best cuts, 5d for second cuts and 3d for third cuts, he showed that, after making a liberal allowance for all expenses and profits to the handlers, the steers would have netted about \$16 more per head at Montreal if they had been slaughtered there and the dressed beef sent forward in cold storage compartments. If the beef had been sold retail in Great Britain at 9d for the best cuts, 6d for second cuts and 4d for third cuts, the steers would have netted about \$30 more per head at Montreal than they actually fetched by being shipped alive.

The Fall in Prices.

The Philadelphia Press says editorially: "In discussing the subject of students' board at Harvard University in his latest annual report. President Eliot gives some interesting facts as to the fall in the prices of provisions in twenty years. The records of the Harvard Dining Hall Association show that prices in 1874 and in 1894 compare as follows:

	—November—	
	1874.	1894.
Beef (rump and loin).....	\$0.14	\$0.12½
Mutton (loin and legs).....	.08	.09
Lamb.....	.09	.08
Turkeys.....	.20	.14
Chickens.....14
Halibut.....	.19½	.16
Cod.....	.05½	.06
Haddock.....	.05½	.06
Oysters.....	1.45	1.00
Potatoes.....	.75	.64
Flour.....	7.75	3.75
Sugar.....	.11	.09½
Butter.....	.41	.27
Eggs.....	.33	.24
Coffee.....	.87	.31
Tea.....	.75	.50
Milk (8¼ quarts).....	.45	.37

"The only articles of provision on this list that have risen in price are mutton and fish, which show only a small increase per pound. Every other article has decreased in price, the fall in such articles of prime necessity as beef, flour, sugar, potatoes and butter being marked. The total cost of the sixteen articles in the first column is \$13.15½, and the cost of the same articles in the second column is \$7.31. Chicken is not mentioned in the first column and is omitted from the total of the second column. According to these figures the cost of boarding a student by the Harvard Dining Hall Association in 1894 is little more than half what it was in 1874.

"But this fall in the prices of provisions has not been operative in Cambridge, Mass., alone. It has been general, and to the advantage of the workingman as much as to the student. And yet during the same twenty years there was a general rise in wages the country over. The workingman was getting a larger return for his labor, and was able to

buy his provisions for nearly half what it had previously cost him. And it should be remembered that in all these years the policy of protection was in force. It was ended with the year President Eliot takes as his second basis of calculation."

The largest vessel ever built on the great lakes was launched at the shipyards of the Globe Iron Works at Cleveland, Ohio, on Feb. 22. The new steamer is being constructed for the Mutual Transportation Company of that city. Her measurements are as follows: Length, over all, 432 feet; with 412 feet keel, 48 feet beam and 23 feet deep. Her net tonnages on an 18 foot draught is 6.70 tons of ore or 200,000 bushels of wheat, with a 14 foot draught she will carry 4,500 tons of ore. She was built in anticipation of a twenty foot channel.

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