

Beef and Mutton for England.

Liverpool, Eng., March 24.

Last week was the first for many months wherein no live-stock, either from Canada or the United States, was landed at this port. The consequence was that beef rose one halfpenny to one penny per pound in Liverpool. In London mutton rose a penny to three halfpence per pound, the top price being ninepence halfpenny. These prices are not only expected to be maintained, but will certainly rise when the few Scotch sheep which are yet to come to hand are exhausted. The outlook altogether for the Canadian sheep-trade is most encouraging. As you are aware, the Irish flocks have suffered immensely from "rot" and severe weather. In Scotland—another great sheep-producing country for the British markets—the flocks have suffered enormously owing to the severe weather and deep snows, when the food was covered and none could be conveyed to them—more so, in fact, than any period during the last thirty years. Throughout the whole of Great Britain the ewes this lambing season are in a very weak and low state, the consequence being that very heavy losses are taking place during the lambing.

Canadian sheep have sold at very low prices in England during the past two years; but much remains for the Canadian farmers to do in the improvement of their breeds. The Cotswolds and Lincolns have no doubt improved Canadian sheep in point of size, but complaints are not unheard of that our cross-bred sheep have too little lean meat. Thus a judicious crossing of the Southdowns would be manifestly beneficial, as our farmers will have to depend more, in the future, on their mutton than on their wool. It is anticipated by competent authorities that, unless we receive enormous supplies from Canada and the States, we are on the eve of a mutton famine in this country.

The price of German sheep has risen 15 to 20 per cent. during the last two years, and dealers who bring them to slaughter at Hull or London (Germany being a scheduled country) find their margin of profits cut very fine.

The prospect for beef is far more encouraging than it was a few weeks ago.

A great many cattle in Great Britain were held back in the hope that the rough weather, the Duke of Richmond's Bill and other influences would have a deterrent effect upon transatlantic live-stock shipments. However, with Lady-day (rent-day) fast approaching, the farmers have been compelled to bring their stock to market. After these supplies are exhausted a rise in the price of live-stock must take place. It is stated that the Irish supplies, until the grass-fed cattle come in in the autumn, are nearly exhausted; and during the months of June, July and August, the dead-meat supplies from the American continent have every year fallen off enormously. Thus Canadian farmers who have a few cattle will have an opportunity of making money. Through the prompt action of the Minister of Agriculture, notwithstanding that so many influences were brought to bear upon him, and through the warnings published by your most valuable journal, Canada has been saved from the effect of the operation of the Duke of Richmond's Cattle Bill, namely, slaughter on debarkation; and not only that, but—what was of far more consequence—the infection of her own herds. Let us hope that, with great care, we may maintain these extraordinary privileges. Several cases of "pleuro" have been detected since its discovery in the SS. Ontario shipment of the 27th of January last; so that now, with the immense influence in Parliament of the landown-

ers, it is hardly to be expected that the Order-in-Council prohibiting the entry of live cattle from the United States will be rescinded, although it is argued by the veterinary authorities here that the American cattle which were condemned, although suffering from "pleuro," were not affected by the disease in a contagious or infectious form. Efforts no doubt will be made by the shipping interests and others to get a practical solution of this question in some reliable form or other.

Two cargoes of cattle brought by the Ontario and Brazilian have been slaughtered here. The importers, owing to a "corner" being made by the salesmen and butchers upon them, must have lost heavily. It is stated that the charges by the port authorities here for lairage and slaughtering are exorbitant; and, altogether, the chances for exporters liable to slaughter here are "blue" at present. Still, those who have an intimate knowledge of the trade are of the opinion that, with a reduction in the rates of freight by the steamship companies—which it is stated they can well afford—and when the trade has settled down into its proper grooves, the importers will not be so heavily handicapped as was at one time anticipated. If the beef cannot be brought into this country alive, it must be brought dead or slaughtered here—but this country must have it.

I have been watching the dead-meat trade very closely. The bulk of this supply comes, as you are aware, from the United States. From conversations which I have had with the most prominent shippers, and from watching the markets and the prices realized, I am forced to arrive at the conclusion that, taking it in the aggregate, very little profit, if not actual loss, has been the result of the trade up to date. Of course a fraction of a cent per pound means a large sum of money on such large transactions; but when cargo after cargo has only realized three pence or six cents per pound, the loss somewhere must have been very severe. The advantage of a live-stock trade over that in dead meat is that, whilst the shipper of dead meat may arrive in the Mersey with half the meat tainted on account of defects in the machinery, or other accidents over which he has no control, he has nothing to draw from the underwriters, as they will not insure dead meat except at almost prohibitive rates; the cattle dealers have had nearly every head insured; and if cattle are not landed alive, they are in many instances well sold. The only reason I can assign for the continuance of the dead-meat trade is that the firms interested—which have dwindled down to two or three, but which, it is stated, include some of the largest capitalists in the States—are fighting it out to the bitter end in order to recoup themselves in the future by an active monopoly of the supply of beef to this country.

One thing is certain, and that is that, notwithstanding all these importations, the consumer has received little if any benefit.

It is very gratifying to find that the butter trade is at last receiving the attention which it deserves in the Dominion. No doubt this is to a great extent owing to the repeated and valuable exhortations upon the subject by your journal during the past few years. Canadians are slow to move. It will be interesting to your readers to know that if they make their butter properly, the arrangements—both by cars in Canada and by steamships—leave little to be desired. But upon arrival here in the hot months of the summer the butter has been allowed to soften, and importers and dealers have been taunted with the charge that our manufacturers use stiffening. Let us hope they are innocent of the charge.

A Canadian, Mr. Stephenson, Victoria-street, Liverpool, has rented commodious premises for the

fitting up of a cold-air store to receive Canadian produce of a perishable nature, such as butter, cheese, poultry, meat, fish, etc. The chambers have been fitted up at enormous expense, and the machinery, which has cost several thousand pounds, is, I understand, to be placed therein in a few days. The several rooms will be ready for the reception of goods on the 20th of April, and will be let out at a moderate rate. It is anticipated that this enterprise, the first of the kind in Great Britain, will prove very remunerative, and I understand that several leading butter and cheese merchants interested in the Canadian trade have secured space.

The horse trade has been exceptionally dull here of late. This is traceable, in the first instance, to the very depressed state of affairs, which not only affected tradesmen but capitalists also; and again, the London season—during the time that the upper-ten usually indulge in new "rigs out"—has been very slow owing to the unfortunate death of the Princess Alice; but it is anticipated that there will be a revival when the warm weather opens out. This much is a fact—that the dealers in London have now become thoroughly aware of the superior qualities of Canadian-bred horses, both as to soundness and hardiness, being remarkably free from coughing on being brought into the close atmosphere and stables of London—an affection to which nearly all the Irish horses are subject. With a reduction in freights I anticipate a good trade in Canadian horses during the ensuing season, especially for carriage and tramway purposes. It appears there are very few horses in Canada of the required stamp and weight for the heavy English omnibuses or for draft purposes. It is surprising to me that, with the number of Clydesdale sires you have in Canada, no animals suitable for the heavy traffic of the commercial centres in England have yet found their way to this country.

It is proposed to establish a quarterly horse-fair in Liverpool, to commence on the 2nd Monday in May. It is estimated that there are 15,000 to 20,000 horses engaged in commercial traffic in Liverpool. One Liverpool omnibus company employs upward of 2,000 horses, which have an average life of under three years. These figures will give you some idea of the demands of this port alone. The farmers of this country are quite unable to meet the demand for horseflesh, which is annually increasing. Upward of 40,000 horses of all classes were imported into Great Britain last year.

BYTOWN.

Cabbage as a Farm Crop.

There is no vegetable a more general favorite with housekeepers, or none more freely bought in the market, than the cabbage. And it is not merely a vegetable for the garden and kitchen. It may almost be considered as much a staple product of the farm as the turnip and mangold, and it is so in some countries. Some farmers set out thousands of cabbage plants every year for stock feeding. In the vicinity of large towns they are grown in large quantities for market, and it is no unusual sight to see ten to twenty acres, or more, in one market garden. But we would limit our remarks to cabbage as a farm staple for cows and swine. So great is the produce of cabbage on well prepared land, and so nutritious are its qualities, that no other food has produced better results in feeding at the same cost. For fall cabbages the seed is sown as early in May as the seed bed can be had in good condition. Were the seed bed dry and warm any earlier than May we would not postpone. When the young plants appear above the surface they require close attention, as they are liable to be attacked by a small black flea, and

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