

this is heated and hung at such an angle that the salt will by frequent revolutions discharge itself at the lower end of the tube. But in the Chemical Works the salt is not allowed to come in contact with iron. The salt dryers are a series of wooden revolving sieves, cloth being used instead of iron. The salt produced at these works has been taken by Montreal men and used in Quebec for dairy purposes with excellent results; considerable was sent to the Western States last year. The first prize butter from Illinois was preserved with this purified salt. The expense of clarifying this salt makes it more expensive than the common salt, but it can be clarified and sold at as cheap a rate as imported salt can be sold. We consider this should cause those really interested in the prosperity of Canada to look properly into this salt question. There has been much discussion about salt, but, strange to say, we have not noticed anything about this clarified salt.

It is well known to dealers that our Ontario butter will not keep as well as the butter made in the Eastern townships, or any part east of Belleville. The cause of this, in a great measure, is attributable to the large amount of lime to be found in the water taken by the cows. Lime when added to butter in salt tends to give the butter a bitter flavor and prevents it from keeping. We may have been wrong in condemning our dairymaids when the fault has been with the men who should read and ascertain all they can about the ingredients that are allowed to be used in the dairy. Many, by far too many, will still continue to use the common cattle salt to preserve their butter. Such butter cannot at first be detected by the unskilled store clerk, and is mixed with good butter, and like yeast in batter, as it lightens the whole, so a bad lump of butter will often spoil many firkins. The loss that we are sustaining from selling bad butter instead of good is enormous; and it is our impression that impure salt has much to do with the cause of this loss. We speak from our own observation, with which theorists may differ.

This company consists of R. G. Stark, President; Alexander Murray, Vice-President; Dr. Clark, Robt. Hope and Walter Roach, Directors. G. Rice is Managing Director, and H. A. Stark, Secretary.

What is remarkable is that most of this salt is taken up by American packers, who have found out its superiority. The Americans will have the best when they know it, and they have found that Canadian salt is superior to their own.

From Goderich we went to Seaforth. This is the main point from which most of the salt used in Ontario is supplied, Messrs. Grey, Young & Sparling being the greatest salt producers; this firm own the largest evaporator in Canada; it is situated at Blyth. Thus they have works on the G. W. and G. T. roads, and the large quantities they supply is astonishing.

T. Gowanlock & Son are also large producers. Here Mr. Coleman manufacturers for table use. He informs us that the great force used to put Liverpool salt on the Canadian market tends to the injury of Canadian business. He says vessels will bring it as ballast to our sea-board, and that the railroads carry it at exceedingly low rates. For instance, he says that they will carry a car load from Halifax for \$20 to most parts of Ontario, or for \$10 from Montreal.

Well, if this is so, it does not appear that farmers and merchants in other commodities should be charged four times as much for a car load of stuff, but still they have to pay even more than four times that rate.

April 25.—At London; writing this account; swallows, bluebirds and robins are chattering round; yet there is a large lump of ice lying on the shady side of the fence in front of our window not yet thawed; it may last another day or two, perhaps until May. It is our impression that we never saw ice continue so long as it has this year. But a late spring by no means betokens a bad harvest. In fact, we always imagine that late springs generally result in most profitable harvests.

English Letter, No. 25.

[FROM OUR OWN CORRESPONDENT.]

Liverpool, April 4th.

A bright sunny morning; but a wind keen enough to cut one in two, and an inch of ice on the pools! Such is our weather this fourth day of April, so I don't think you have much cause to envy us in that respect. We have now had nearly six months of unmitigated winter, and I cannot imagine that Canada, or any other habitable country, could have a longer spell of more utterly abominable weather. The past ten days have been dry, though frosty, and farmers have been able to get their previously sodden and unworkable land into something like order, and plowing and sowing have been going on briskly.

Since my last letter was despatched, considerable excitement has been occasioned both in Canada and here by the arrival from the States of several cargoes of diseased cattle. Others too are continuing to arrive, for only last week the Palestine, of the Warren line, sailing from Boston, and chartered by a Toronto firm, brought one of the worst cargoes of disease ever landed on this port from America.

I notice from files of Canadian papers recently received here, that the gentlemen who are debating on the subject in the Canadian Parliament, or at least many, if not all of them, are evidently in a fog over the matter. Canadian cattle have never been slaughtered at the port of Liverpool, but the present restrictions, which it is hoped will be removed ere this letter reaches you, place Canadian cattle landing here upon exactly the same footing as British stock, that is, they are only permitted to be exposed for sale in one public market, and then to be removed to whatever part of Great Britain the purchaser likes, where they must then be slaughtered within six days. There is no special hardship in this, as no doubt the public markets have been the chief distributing points of Foot and Mouth and other contagious diseases. Canadian cattle upon landing may be all right, but, after having once passed through a market or lairage which are infected, there can be no difference between them and British-bred cattle in the danger of their spreading disease. This is conclusively proved by the case of the "City of London" steamer, which conveyed a cargo of diseased cattle from New York to London, and then proceeded to New York for a cargo of grain. She also entered into a charter with Canadian shippers for a consignment of cattle to be put on board at Halifax. She arrived at the port of Halifax, I understand, a few days before the 30 days now prescribed had expired, and was to be off the harbour at the expiration of the 30 days; the Canadian cattle were placed on board, but, when they arrived in the Thames, were found to be suffering from the disease in a malignant form. It is clear, therefore, that an interval of 30 days is not sufficient to secure safety. The "Lake Manitoba," of the Canada Shipping Company, is, so far as can yet be ascertained, the only vessel that has carried infected cattle which will sail to the St. Lawrence for the season's traffic, and in the interest of the whole trade it is to be hoped that the Canadian Government will prevent her from carrying Canadian stock for a period substantially greater than the 30 days. A single indiscretion in this respect may do immense, and possibly irretrievable, injury to the trade. Your journal has done more than probably any other in Canada in pointing out the necessity for strict supervision over shipments from and through the Dominion, and it is to be hoped that these fresh outbreaks of disease in consignments from Chicago and Buffalo, via. both

Portland and Boston, will have the effect of inciting the authorities to increased watchfulness at all Canadian ports.

The Hon. Mr. Cochrane's expensive investments in English prize stock have created immense interest and excitement amongst agricultural circles here. Last Thursday the Dominion steamer "Texas" took out the bulk of Mr. Cochrane's purchases, including about 60 Hereford bulls, and 45 of the Polled Aberdeen bulls, some Jersey and Guernsey stock, and some very fine Shropshire and Oxford Down sheep. Mr. Simon Beattie and the Hon. J. C. Abbott, of Montreal, also sent out consignments of stock. I understand that Mr. Cochrane's purchases of Hereford and Polled Aberdeen bulls are intended for his new and vast cattle ranche at Belle River, near the Rocky Mountains, on Canadian Territory.

They will proceed via Collingwood to Duluth, thence to Bismark, and then take the Missouri steamboats to Fort Benton, from which point they will travel to their destination across the plains. As your readers will observe, they have a formidable journey before them.

A few Canadian horses have again arrived from Hamilton, and such of these as were of good quality commanded ready sales at high figures. The trade, which has been very much depressed during the last three or four years, with the advent of spring and more prosperous trade is opening up brighter than ever. The increase in the value of stocks, and the return to prosperity, has induced many of our rich merchants and others to go in again for show and valuable horseflesh. But it must be remembered that no second raters will do for the best markets here, though it may pay to breed them. I note that a number of English thorough-breds have been shipped by the Anglo-American Horse Company to New York for sale; but, in looking down the list, I find that the majority of them are what are termed here "weeds." The class of horse required in Canada to get stock suitable for the English market is big-boned, sound, up-standing, hearty thorough-breds, or good Cleveland Bays, against which the importers of Clydesdales to your country appear to have such an unaccountable prejudice. I was in a Liverpool office the other day, when I heard a conversation on horses between two gentlemen connected with Canadian interests. One of them said: "I have had a man travelling in England and Ireland the last three months, at my expense, endeavoring to pick me up a pair of carriage horses, but in vain. I myself went to Yorkshire last week, and I am going to Manchester to-morrow, but with little hope of success. I don't mind what I pay, if I get what I want. The class of horse I require is half to three-quarters thorough-bred, 16 hands high, dark brown in color, and with good action and five or six years old." The other gentleman, who is noted for having some of the finest carriage horses in England, thereupon remarked, "I wish you may get them. I am prepared to buy 100 pairs of the same stamp as you describe for friends of mine, and will give 500 guineas (\$2,625) a pair for them.

Now, many of your readers are under the impression that any colour will do, but the fashion here is dark browns or liver colored chestnuts, and fashion in this respect is as exacting as it is in that of ladies' attire. Good bays with black points, but no white, are also in favour, but sorrels would not be purchased at any price, and I regret to hear that there is a large proportion of that color in Canada.

The travelling season for sires in your country will commence, I suppose, on the first of May, and I do most earnestly advise those who have likely brood mares to be cautious what they do