

even so, the comparison is sufficient to show the great disadvantage in which the Canadian shipper is placed, and that with Argentina as a rival it will be a hard matter to do business at all. Argentina has long been looked upon as a formidable rival in the markets of Great Britain, but it was not till now that the reasons for her growing supremacy in the cattle trade were fully understood.

The question now is, how is the Canadian feeder and breeder to compete with his South American rival and also the American feeder? One important means of making the competition more easy is to secure for the Canadian shipper equal freight rates to those which his competitors enjoy. Another is to lower the cost of production, and a third is to improve the quality of the cattle, so that the shipper will be able to get the top price for them in England. Whether it is possible or not to lessen the cost of production in Canada is hard to say. We are afraid that this is one of the conditions in which the American feeder with his western ranges and the Argentine cattle raiser with his estancias has an immense advantage over his Canadian competitor. In regard to improving the quality there is room for advancement. According to the above table, Canadian cattle in 1897 sold in Great Britain for \$3.45 per head more than the Argentine cattle, but for \$4.59 less than the United States cattle. There is no valid reason, whatever, why Canadian cattle should sell for less than the United States cattle. More attention to breeding and feeding should enable our cattle dealers to overcome this difficulty.

But the great disadvantage of the Canadian shipper is the excessive freight rates. If these were the same as in the United States, the Canadian shipper would be able to pay the producer \$53.75 per head instead of \$47.75, as was the case in 1897; and, if the quality were so improved that Canadian cattle would sell for as much in England as the United States cattle, the shipper would be able to add a few dollars more to the producers' profit. An increase of seven or eight dollars in the price paid the farmer for his cattle is worth looking after, and we hope that something will be done very soon to remedy existing conditions in regard to railroad and ocean freights for cattle.

Price of Stallions Higher.

The prices of draft and coach stallions are higher in Great Britain, France, Germany and Belgium than they have been for sometime. Importers who have to pay cash for horses will have to abolish the credit system and sell for cash. Where \$1,000 to \$2,000 are paid for stallions cheap service fees will have to be given up, and instead of the insurance plan, a more rational one of half cash at breeding and balance when mare is known to be in foal substituted. In the United States horsemen are just beginning to find out that there are not enough good young stallions in the country to go around, all the available ones having been bought, with the expectation of still higher prices in the fall or next winter. A few importers are refusing to sell their stallions for this season's business.

This scarcity of good stallions means a scarcity of good horses for the next few years, and it is probable that more money will be made during the next ten years from breeding good horses than for several years back. But the horses bred must be the best of their class. The day for making money out of scrub horses has gone by, and unless the farmer is prepared to produce only the best class of horses we would not advise going very extensively into the business of horse breeding, even though the outlook for the future is bright. To breed good horses the best types of mares should be used as well as the highest types of stallions. It is contrary to the laws of nature to expect a first-class animal from a scrub mare, even though the sire may be the best of his class. Farmers therefore would do well not to go too largely into horse breeding unless they are properly prepared for it.

One effect the charging of a higher price for a

stallion's services will have is to shut out some of the scrub breeding mares. If a farmer has to pay a good figure for the services of a stallion, he is not likely to use any but the very best types of mares for breeding purposes. In this way the increase in the cost of stallions will have a good effect and be the means of producing a better class of horses in the country, though the number may not be so large. However, it is quality not quantity that tells in horse breeding as well as in anything else.

Heavy Hogs at a Premium in the United States.

According to *The National Stockman and Farmer* heavy hogs are likely to be at a premium in the United States for a while. For several years lard was so cheap as compared with meats that slaughterers were forced to discriminate sharply against heavy hogs. The hog that carried a large proportion of the higher-priced lean meat was what the market wanted, and producers were urged to turn their attention to the bacon hog, the opposite of the old-time lard yielder. Under these circumstances it was claimed by high authorities that the necessity of the lard hog was a thing of the past. But it now seems that a change has been wrought in a few months by a heavy foreign and home demand for lard. Heavy hogs, according to the above journal, are selling at the top and light ones at a discount in spite of summer weather, and producers are urged to hold their light hogs and put more lard on them.

Whatever may be the views of the United States pork trade in regard to this matter, we are quite safe in stating that there is no big demand in Canada for the heavy, fat hog. Though there may be an increased demand for lard just now, the market for that article is such as would not warrant our farmers in changing from the bacon type to the heavy hog. Our export bacon trade requires a hog with the proper proportions of fat and lean, and weighing from 160 to 180 pounds, and this is the kind our farmers should aim to produce.

The Bacon Pig in England

The British farmer is just now beginning to realize that the consumption of bacon, hams and pig meats has increased enormously during late years. While he has been "napping," the American, the Dane and the Canadian have come in and secured a large share of this trade. Now that the situation in regard to bacon is fully realized, the English farmer is getting somewhat anxious to retrieve what he has lost. One of the difficulties with which he will have to cope at the beginning is to secure a type of hog best suited to the bacon trade. One would think that in England, where nearly all are pure-bred animals, this would not be such a difficult task. But it is because of the great variety of breeds that the task is a difficult one, and that it is hard to secure a standard size and quality throughout. The English packers complain of this, especially throughout the summer months, when it is very difficult to get the kind of hogs required for the bacon trade. The popular demand seems to be for pigs that will weigh from 140 lbs. to 160 lbs. each. Among the breeds mentioned as best for meeting the requirements of the bacon trade are the Berkshires, Large Blacks, Tamworths and the Middle and Large Whites. In one district one breed is popular, and in another section a different breed holds sway, so that it is difficult to get a uniformity of type all over the country.

To induce a greater production of bacon it is proposed by some authorities that the farmers co-operate and form bacon factories at convenient centres in different parts of the kingdom. It is claimed that this plan would make the farmer independent of the market value for store pigs, and give him full benefit of the rates for bacon, ham, etc.

The development of co operative bacon-curing is being considered in Ireland. There are 2,000 par-

ishes in Ireland, which, if organized, ought to turn out fifty pigs weekly, each of twelve stone net average. This would give a total of 100,000 pigs weekly, or an annual number of 5,200,000, which, at an average of 36s. 8d. per cwt., would amount to £14,300,000. Of course this is all speculation, but it shows what the possibilities of bacon production in Ireland are.

Alderman John Hallam.

Though not so intimately associated with agriculture as many others of whom it has been our privilege to give short sketches in *FARMING* during the past year or two, Alderman John Hallam has in many ways been closely identified with those engaged in agricultural pursuits. As one of our largest buyers and exporters of wools and hides he has come more or less directly in contact with every sheep breeder and wool grower in the country. Not only this, but he has always been and is at present an ardent supporter of every movement having for its object the development of our agricultural resources and the improvement of the farmer's condition, realizing with many others that the success of the farmer means the success of the business man.

Alderman Hallam is an excellent example of what can be accomplished in a young country like Canada, and for that matter in any country by push, determination and energy combined. Born of poor but honest parentage in Chorley, Lancashire, England, in 1833, Mr. Hallam was deprived of the early educational advantages which even the poorest in this country now have. In fact at a very early age the boy John had to work in the cotton factory with his parents and add his quota to the keeping of the family.

In 1856, Mr. Hallam, then a young man, resolved to try his fortunes in a newer land and sailed for Canada, arriving in Toronto in September of that year. No fat position awaited him, and for several years he did, what every young man should do under the same circumstances, that is, worked at whatever odd jobs came in his way. But better things were in store for Toronto's future Alderman. He was determined to carve out a position for himself, and in June, 1866, he laid the foundation of his present large and prosperous business as a hide, wool and leather merchant. Mr. Hallam's remarkable success as a business man is in a large measure due to the invaluable heritage of a life of honesty, frugality and thrift given him by his parents. The business of which Mr. Hallam has been principal for so many years is now one of the largest of its kind in the Dominion. A large and flourishing branch is located at 298 Ross street, Winnipeg, Man.

Whilst opportunities for education did not come to Mr. Hallam in his younger days, he has given himself what in some respects is the best of educations, that which comes from wide reading and extensive travel. Mr. Hallam is a champion of the free library movement, and the establishment of the Toronto free library is more due to his energy and ability, perhaps, than to any other influence. He was the first chairman of the free city library board, and presented the library with a valuable collection of two thousand books.

Unlike many who have made a success in business and have devoted their early energies to business pursuits, Mr. Hallam has always been inspired with a strong desire for public life, which seems to be characteristic of Lancashire people generally. In 1870 Mr. Hallam was elected a member of the council of the city of Toronto, and, with only an occasional interval, has continued a member of that body up until the present time, making, in all, a period of twenty-six years. During that time he has occupied some of the most important positions in the gift of the council and public school board, among them being the chairmanships of several of the leading committees.

Mr. Hallam is now sixty-five years of age, and is still hale and hearty, and bids fair to exercise his unusual vigor and energy for many years to come. Lynden Villa, his place of residence, is one of the most beautiful and charming spots in Toronto.