

Ottawa Produce Exchange. It is intended to ship a carload of plums, grapes and peaches to Winnipeg by freight, to test the shipping qualities of these fruits, and to find out if such a shipment when properly carried out can be profitably made. The experiment would have commenced with strawberries, but on account of the scarcity of that fruit this year it was found impossible to secure a carload in one locality.

Testing Binder Twine.

Mr. Joseph L. Haycock, in making a tour of Western Ontario last week in connection with his duties as Dominion Inspector of Binder Twine, gave the "Farmer's Advocate" a call. Mr. Haycock reports that twine this year is invariably properly labelled, and the manufacturers show a decided determination to give good measure and weight in the balls. The more expensive grades are still most in demand, and it is probable that the prices of the lower grades will be proportionately reduced another year, in order to unload the supplies and to ease the demand for pure manilla, which seems inclined to go up in price, owing to its liberal use. Mr. Haycock gave a simple rule for determining the length of twine in a ball. Take a sample ball, and press the strands closely together, and note the number required lying side by side to make an inch, then every strand within the inch will represent fifty feet in the pound. If ten strands lying side by side make an inch, then a pound will contain five hundred feet; if eleven strands, five hundred and fifty feet; twelve strands, six hundred feet to the pound, and so on. Having this rule in mind, anyone can test his twine for length, and need not be duped by short measure. In addition to his original duties, Mr. Haycock is now required to check the claims for bounties which Canadian manufacturers are allowed, to put them on an even footing with the U. S. manufacturers, who get a rebate on account of the Philippine export duty on manilla fiber. The bounty is regulated by the quantity of manilla actually used in the factory, but still amounts to a very tidy sum. This year it will probably reach \$25,000 in all. There are eleven Canadian factories in operation.

Notes from Ottawa.

(Special Correspondence.)

Mr. W. H. Hay, who was chief of the agricultural branch of the Canadian exhibit at St. Louis, has returned to Ottawa, and is preparing an exhibit of Canadian goods for the Trades Exhibition, to be held in Islington, England, the coming autumn. Mr. Hay will leave on August 5th, with three carloads of native products. The display will include confectionery goods, groceries, dairy produce, flour, fruit (canned goods), jellies, cheese, honey, meats (canned goods), dressed poultry and fish. The Dominion will have 1,500 square feet on the grounds. Canada has never taken part in this exhibition before, and the venture this year is expected to increase the demand for the natural food products of the Dominion in that part of England. It is probable that Mr. Brodie, of the exhibition branch, will accompany Mr. Hay to England. At present these two officers are travelling in Canada collecting specimens for the display. The exhibition will last six weeks.

Mr. Hay says that in St. Louis there was a large number of enquiries daily from intending immigrants to Western Canada. One of the chief benefits the country will derive from the St. Louis exhibit, he believes, will be large numbers of the best kind of settlers.

At the request of Mr. A. A. Lefurgey, M. P. for East Prince, Hon. Sydney Fisher, Minister of Agriculture, presented to Parliament on July 13th a statement showing the expenditure and revenue of chicken-fattening stations in Prince Edward Island since 1899. The number during that time increased from two to six. The excess of expenditure over revenue for the last two years is much less proportionately than for the previous period. The cost of maintenance, the year ending in 1900, was \$875.23, compared with \$197.88 revenue, from two stations, at Charlottetown and Summerside. The next year for four stations, at Charlottetown, Mount Stewart, Eldon and Alberton, the expenditure was \$1,236.93, as to \$405.50 receipts. Seven stations were operated in 1902, on a smaller scale, the cost being \$1,118.62, and the revenue \$617.16. This was the most profitable year. In 1903 the returns from stations at Mount Forest, Eldon, Alberton, Vernon River Bridge, Rusticville and Glenfinnan, being all that were operated, amounted to \$1,446.99. The cost of carrying on the work was \$3,086.18.

Cold storage is to be provided on the two new turbine steamers of the Allan line, subsidized for ocean mail service by the Dominion Government. This is of considerable importance to Canadian shippers, for these steamers are obliged to make seventeen knots an hour, which is faster than the speed of the subsidized steamers last year by four or five knots. The Government has agreed to pay 2,000 pounds sterling per round-trip to these steamers. This is twice as great a subsidy as has been paid to the Allan Company for the Bavarian and Tunisian. The first of the turbine vessels will start in August next, and the other one about the opening of navigation in the St. Lawrence next year. The Government has no complaint about the cold-storage service on Allan liners, and so there is every hope that the new steamers will be well equipped. There is, however, no stipulation in the contract as to temperature.

A return made to the House of Commons by Mr. Fisher, shows that the Dominion Government did not

contribute anything to the cost of the buildings and machinery at the Maboa creamery in Cape Breton. The money was provided by the Creamery Association, supplemented by a grant from the Provincial Government of Nova Scotia. The Government paid rental last year amounting to \$206.35, and salaries for a butter-maker, an assistant, and manager of skimming station, \$770, which is less than the year before. The quantity of butter manufactured last year was 1,711 pounds, compared with 6,684 in 1902; the length of operation being two months shorter in 1903. No milk or cream was paid for by the Government, the patrons being compensated according to the amount of butter produced. This creamery was a new industry for the district. The supply of milk was much interfered with by railroad work in the district, which created a temporary demand for the product during the period reckoned.

British Cattle Markets.

Mr. A. C. Halliwell, of the Live-stock World, Chicago, who is visiting Great Britain, writes some breezy letters for his papers, in one of which he says:

At the great metropolitan market in London, which is the market for all live stock except what comes from foreign shores, the cattle are taken out of the lairs or sheds for resting, feeding and watering, and are tied up to rails that are securely fastened.

Each "beast," as they refer generally to cattle, is tied by the neck, so it cannot lie down. The "rail" consists of two iron bars running through posts. The rope, after being fastened to the animal's neck, is put over the top of the horizontal and tied to the lower.

When I was told that the cattle were tied up in the open market and exposed for sale at 12 o'clock, midnight, I expressed surprise that perhaps was not very mild, and said I should think 4 or 5 o'clock would be exceedingly early, especially in this country, where general business offices never open until 9 o'clock. "Bless you," said a cattle salesman, "the market is not only opened at that time, but it is no uncommon thing to have the animals sold, slaughtered, and the meat loaded and on the way to Smithfield before 5 o'clock."

"But how do they see to judge what they are buying and selling?"

"Don't you see the big lamps all through the market? They are all lighted, and, besides, many of the traders are so expert that they could see the weight and quality of a bullock with their hands in the dark, say nothing about gas or electric light."

Here was another idea to me, and perhaps a partial explanation of a well-known fact.

It is well known that British cattlemen handle stock a great deal in trading, and when business is started at midnight, I can well understand at least one reason why they are so expert in the matter of touch.

The cattle display at Islington the latter part of June is never good as to quality.

Only grass cattle and tail-end stall-fed stock are to be seen.

It is literally the season "between hay and grass."

The good grass cattle do not come usually until August and after.

That is why this is usually a good season for American and Canadian cattle.

The showing of sheep was only fair as to quality and quantity, and the offerings of pigs were quite small. Sheep are shown in small uncovered pens, holding about 15 to 20 head.

Grass is growing between the cobblestones of the south half of Islington cattle market.

"How do you account for that?" I asked.

"Well, it's on account of your American and Canadian cattle, and the beef that comes frozen from South America and Australia," replied my informant.

"The competition for the British farmer and feeder is growing steadily keener and keener, but still this will always be a great market, you know, because our people are willing to pay a premium on home-grown beef if it is necessary."

There was no use saying just what I thought about this remark.

Islington market is only open two days a week, Mondays and Thursdays.

I was informed that cattle were often brought here on Fridays and Saturdays for Monday, and on Tuesday and Wednesday for Thursday, because the railroads could not handle the stock if owners insisted upon getting to market just in time for sale day.

The stock is all sold by the head, though a good share of it is put over the "weigh bridge."

"I'll bet you a bob I can lay that beast's weight within a stone."

That meant that he was willing to bet a shilling or 24c. that he could guess within 14 lbs. of the weight of a big, fairly fat, grass-fed steer.

"Make it a crown and bitters for the party and I'll go you."

This wager, of about \$1.25 and the beer, was made.

The challenger put the weight at "sixty score two stone," or 1,216 pounds, and the bullock tipped the beam at 1,210 pounds.

As a rule, however, cattle dealers here never think of what an animal weighs on the hoof, they always think in terms of dead weight when trading.

It is claimed here by experienced market men that the system of weighing cattle is an injustice to men who have become expert in their business, and they resist it as another of those American innovations that

is likely to put inexperienced men on even terms with them.

Since cattle have advanced in Chicago sellers of American beef in London and Liverpool say they are selling at about Chicago price, which means that they are losing the freight.

Hind quarters have been selling at 6d. or 12c., and fore quarters at 8d., or 7c., making an average of something like 9c. per lb. for dressed beef laid down in London.

Efforts to advance prices to meet the advanced cost result in driving customers away and allowing consumers to get accustomed to other and cheaper foods.

"What is the most formidable rival of American dressed beef?" I asked of a representative of one of the largest meat concerns in the world.

"Argentine chilled beef is undoubtedly the greatest competitor."

"There is a popular notion to the effect that South America sends only frozen meat to London."

"That is erroneous, as are many more of the popular impressions."

Argentine sends beef, both frozen and merely chilled, and the latter system is rapidly growing in favor, though there are great obstacles to overcome in a five weeks' voyage and passing through the tropics.

Argentine has three-fourths to seven-eighths bred English cattle in large quantities, and the number of good cattle is being steadily increased.

There are now 22,500,000 cattle in Argentine, and about 90,000,000 sheep. As the country only has a population of 4,500,000, these figures mean that Argentine has the largest number of meat-producing animals of any country in the world, population considered.

Australia has some 6,500,000 cattle in a territory as large as America.

In other words, since the drought Australia has no more cattle than the State of Texas.

New Zealand has some 1,460,000 cattle and 18,934,000 sheep. That country is only shipping mutton, having no surplus of beef to send so far.

There is great rivalry between the Welling district on the north island of New Zealand and the Canterbury district on the south island as to the production of good sheep.

Between them they send some of the best carcasses of sheep and lambs that reach the English market.

Canada is proudly referred to as the granary and meat producer of Britain, but with 2,845,000 cattle, and 1,736,000 sheep, it looks as if she had a long way to go before that dream can be realized.

If it were not for the 30 per cent. tariff, a good share of the cattle raised in Western Canada would be sold in Chicago.

Some of them are, as it is, and a good cattleman of Alberta declared that really large numbers of cattle grazed in the Canadian Northwest are drifted down over the line and sold to men who can pass them along to where they can be properly finished.

That is why Canadians are so very anxious for Britain to admit their cattle into the interior.

Canada is not destined to be a very strong factor in the meat trade.

American Breeders' Association.

The general chairman of the membership committee of the American Breeders' Association, Mr. Eugene D. Funk, Bloomington, Illinois, is progressing with his campaign for a large membership for that new organization. Animal breeders, plant breeders, scientists interested in heredity and evolution, and others who are interested in plant and animal improvement, are asked to become members. The secretary, Prof. W. M. Hays, St. Anthony Park, Minnesota, to whom all remittances are made, reports daily responses in the way of remittances for membership. The annual membership fee is \$1.00. Life memberships at \$20 have been received from Philip de Vilmoir, head of the great seed-house of Paris, France, and another from the Zoological Laboratory, Naples, Italy. A number of annual foreign memberships at \$2.00 have also been received.

The Boom in Wool.

An authority predicts an unprecedented shortage of wool, and contends that no difficulty would be experienced in cornering that staple, as cotton was recently manipulated. Buyers are fairly scrambling after a share of the season's clip, and contracts have in many instances been made before wool has been severed from the sheep's back. There can be no doubt that high prices for wool will rule for several years to come.

T. C. Power, of Montana, who is well posted on the situation, says the numerical strength of United States flocks has decreased 20 per cent. in the last year, and reduction is still the policy of the sheepman. Australia's ruined sheep industry may never be restored to its former prosperity; the Boer war put South Africa out of the business for a term of years at least, and the native sheep industry in the United States has dwindled down to infinitesimal proportions.

These conditions justify the assertion that sheep-raising must be profitable. It is an opportunity every farmer in the grain-raising belt should embrace without delay.—Live-stock World.

Live-stock Shipments.

Statement of live stock shipped from the Port of Montreal for week ending July 10th, 1904, as compiled by Robert Bickerdike & Co., Ltd., Dominion Live-stock Exchange, Montreal: Cattle, 4,190; sheep, 2,431.