

given quantities of food for animals." In the early years of the club this principle was acted upon and experiments were made and results carefully recorded, but these were gradually discontinued owing to the difficulty in satisfactorily carrying them out. The present practice of having all animals weighed alive and the results made public was a step in the right direction, but the scales do not indicate what proportion belongs to the most valuable and what to the least useful portions, nor the quality of the whole. At the great fat stock shows of the United States provision is made for tracing the prize animal's career from its birth to the slaughter-house, and steps are taken to ascertain the cost of production and the amount and quality of the meat produced.

Our English Letter.

FRIGID CANADA—THE ENGLISH WINTER—SEVERE LOSSES OF STOCK—CANADIAN STOCK IMPORTATIONS—SCARCITY OF HORSES—TINNED BUTTER—MUTTON SUPPLIES—RAILROAD MONOPOLIES—SPURIOUS BUTTER—COLONIAL EXHIBITION.

[From our Liverpool Correspondent.]

Canada is often alluded to by Englishmen at home as an exceptionally cold country in the winter. To speak of the freezing time in Canada to an Englishman here has been enough to give him "the shivers." This idea of the climate of your country was undoubtedly strengthened by the vivid descriptions and the striking pictures of snow scenes and sledge driving which appeared in the illustrated papers during the sojourn of the Princess Louise in Canada. I dare venture to say that it is a long time since Canada experienced a more severe winter than the one we have just passed through here. It has taken off many aged men, and some of our best public characters are now sleeping their long sleep in their graves. There is an old saying in England that March comes in like a lion and goes out like a lamb. Of this year it should be said that March came in like a polar bear and went out like a lion. The month commenced with a snow storm so much prolonged that street traffic in the cities was stopped, tram-car drivers gave up their calling in despair, and railway trains became so deeply embedded in snow-drifts that, in some cases, it took several days to dig them out. Truly the delicate snow flakes laughed to scorn the efforts of the steam-horse and defied the genius of the engineers. March took its departure with a hurricane so powerful as to blow away the roof of a portion of the Liverpool exhibition, causing loss of life and much damage.

In the mountainous districts sheep and cattle fared very badly whilst the snow storm prevailed. The frozen earth lay buried for many days, and grass could not be seen either to please the eye or to feed the sheep. It is estimated that in north Wales alone no less than fifteen thousand sheep perished, and thousands of ponies, once considered to be hardy enough to weather the severest of winters, met with a similar fate. In the north of Scotland the loss to the farmers was very great. Flock-masters were in despair, and the lambing season was a failure. Graziers who had been keeping store cattle suffered severe losses through being forced to send their animals to market, for the want of fodder and grass made it impossible to keep them. In the higher districts of Selkirkshire farmers were in a sorrowful plight. Sheep were wholly dependent on hand feeding, and supplies of hay had, in some instances, to be carted a distance of forty miles. The farmers

in Yorkshire also sustained severe losses which, through the depression in agriculture, they were not prepared to bear. The loss of lambs in Kent and Sussex was excessive. In general lambs have done badly in those counties, the farmers having lost from 20 to 90 per cent. It is almost needless to say that in the towns the severe winter added considerably to the distress already prevailing through want of employment, and to keep the people from desperation, private charity has been taxed to the highest degree.

Messrs. Geary Bros., of Bothwell, Ont., have purchased the whole of the celebrated Aberdeen-Angus breed of cattle belonging to Mr. Hannay, of Gavenwood. It is also reported that they have purchased, at its full value, the fine old herd of the same breed, the property of Mr. Taylor, Glenbarry, Rothiemay. The agricultural press is somewhat exercised over the purchase of these two grand herds, and they look upon the removal of them from the country with feelings of alarm. Lately such purchases by stock breeders from the Dominion have been numerous, and they are spoken of on this side of the Atlantic in terms of anxiety. The people do not relish the idea of foreigners coming over here with their long purses to clear out our pedigree stock. This breed, which has so rapidly come into favor among your people, bids fair to become extinct in its native land. Messrs. Geary are exporting a few stallions as an experiment. "Those who know" all about everything here declare that the experiment will scarcely be successful. Time will prove this.

Mr. Hodgins, the worthy Mayor of your town of London has, I understand, given an order for two coaching stallions which are to be sent out shortly. With regard to this matter it may be remarked that owing to the great scarcity of horses here for artillery and cavalry purposes, the British Imperial authorities are being urged to try experimental shipments from the Dominion. Sir Charles Tupper, the High Commissioner for Canada in London, and Mr. Dyke, the Canadian Government Agent in Liverpool, have advised the Imperial authorities to take that course.

The great decrease in the export of horses from the Dominion to the United States must be a matter of serious moment to your producers. English and colonial dealers, when invited to visit Canada, state that the horses are so scattered that they cannot lose their valuable time in scouring the country to make proper selections. That there are invaluable horses for carriage, cavalry, artillery, omnibus and van purposes in the Dominion is well known by the leading dealers throughout Europe, and it is to be regretted that the periodical sales organized by the late Mr. Grand, of Toronto, which were so successfully advertised by Mr. Dyke, of Liverpool, years ago, were not continued. If periodical horse fairs were held in Toronto, London and other centres in the spring and fall of the year, the difficulties I have mentioned would most certainly be overcome.

When glancing through the *Manitoban*, I noticed that Mr. W. Wagner, M. P. P. for Ossawa, Manitoba, has started the manufacture of tinned butter, on the principle adopted by Bush, of Copenhagen. With your butter trade in a depressed condition, it behoves every one

interested to devise some plan for remedying the evil. The tinned butter trade of the Scandinavian Kingdoms has, during the past few years, assumed enormous proportions. To a certain extent this branch of trade is being followed up by Irish dairymen. It is a trade in which the Dominion could successfully compete, and I understand that the report of the Hon. John Carling, Minister of Agriculture, for this year, and which will be obtainable on application to the Department of Agriculture by the time this reaches you, gives a vast amount of information on this very important subject.

As I anticipated in my last, the Australian supply of dead mutton has reached its maximum, and this, coupled with the fact that there has been a steady increase in the prices for home-bred sheep, shows that there is still hope for the Canadian sheep rearers, provided they produce an article of first-class quality.

Considerable agitation has been aroused in the farming districts of Great Britain, and pressure has been brought to bear upon the country representatives in the Imperial Parliament, in regard to the differential rates of freight charged for agricultural produce sent to the various centres. By way of illustrating the unfair treatment of which the English farmer complains, it may be stated that the carriage for United States cattle slaughtered at Birkenhead and sent to London is about 25s. per ton, whilst if the same number of English cattle were slaughtered in Cheshire and shipped by the same train for the same distance, a freight of 50s. per ton would be charged. Garden produce, eggs, poultry, etc., are shipped on through bills of lading from any part of Belgium to Manchester and other districts for the same, if not a less rate, than is charged from the west and south-west counties of England. So strong has the agitation become that Mr. Mundella, the President of the Board of Trade, has introduced a Bill into the House of Commons dealing with the present system of arranging railway and canal rates of carriage. Managing directors of the various railway companies have called mass meetings of shareholders in London to protest against any interference with their interests. I shall give you some idea of the extent of those interests when I state that the value of the outlay on English railways is fixed at the enormous sum of five thousand million dollars. The ruinous condition to which British agriculture has been brought by these differential rates and free imports, has thoroughly roused the country, and, notwithstanding the tremendous influence of the railway companies, there are good reasons for believing that Mr. Mundella's Bill will receive the sanction of Parliament.

Our free trading friends have argued that the more live stock and dead meat we import the cheaper will meat be sold to the consumer. Experience does not bear out that conclusion. Cheapness has turned out to be coincident with a serious falling off in the supplies, both of live animals and dead meat, from foreign countries and the colonies. In the first two months of 1884, we imported 122,302 sheep and lambs, but in the first two months of this year we only imported 73,404. Two reasons may be given for the decrease. In the first place, through the prolonged depression in trade and the want of employment, the people have become too poor to buy flesh meat in the quanti-