

Butter Transportation Needs Attention

Notwithstanding all that has been done in the way of providing refrigerator cars on railways and refrigerator compartments on ocean steamers from Montreal there seems to be something radically wrong with the methods followed in shipping and transporting butter to the British markets. There is little use in endeavoring to make a fine quality of butter unless the facilities for conveying it from the producer to the consumer in the old land are of the very best. Better go out of the export butter business altogether if it cannot be conducted in a way that will bring credit to Canada and to Canadian products.

Upon whom the blame, if any, for this condition of affairs should rest is hard to say. It is very evident, however, that creamery men do not keep their cold storages cold enough during the summer months. The average of 225 tests of butter taken during 1903 at the creameries and shipping points was 49.5 degrees Fahrenheit. The temperature of this butter was also taken when it arrived in Montreal before being taken from the car, and the average of 778 tests was 53.5 degrees. Tests were also taken as it was put on board the steamships for Great Britain, which were found to vary all the way from 68 down to 16 degrees.

To remedy this the railway companies should refuse to receive butter for their refrigerator car service that is not down to 40 degrees or under. Likewise steamships should not allow butter in their refrigerator compartments unless it is 35 degrees or under. Some decided action of this kind is necessary if improvement is to be made at the creamery end of the business. The difficulty might be overcome somewhat if more of our perishable products, such as butter, were carried to the seaboard by boats. The government could assist this plan by establishing shipping points along the water front, and a system of cold storage on the inland boats.

So much for the shippers' end of it. What about the great transportation companies' side? Is there anything lacking there? While we have good reason for believing that the ocean steamship service is not what it should be we must confess to our inability to obtain such information on the subject as would enable us to deal with this matter as intelligently as we would like. The companies won't give it and shippers and others interested hesitate about doing so. However, we have been able to obtain from a reliable source information that may be of assistance in remedying matters. A leading butter exporter of Ingersoll, Ont., writes us as follows:

"The trouble we find is that the refrigerator cars used for collecting butter contain very little ice and often none at all. This is chiefly owing to the icing stations being too far apart. It is worse somebody's business to examine these cars (as they are now examined in Montreal) when they arrive in Toronto after having collected the butter and before they are re-iced for transit to Mont-

real and report upon their condition to the Department of Agriculture and to the railway companies it should help to remedy the trouble. Then, when the fruit season comes on it is very difficult to get refrigerator cars and the result is that butter is frequently left at the creameries for another week or is shipped too late to catch the boat. Besides, the refrigerating machinery on the steamships at Montreal is not put in operation until the refrigerator compartment is filled and the boat leaves the dock, which means that butter is sometimes kept at a high temperature for two or more days. There is now a very large quantity of saltless butter made, which is exported chiefly to London and Liverpool, and as there has been only one refrigerator boat each week for these ports large quantities of butter are frequently left behind, which in many cases is the cause of mould developing, as saltless butter must be shipped when very fresh."

This shows to some extent the difficulties which exporters have to contend with in getting butter to the British consumer in good condition. They certainly should be looked into by the Dairy Commissioner's branch. The very best of facilities are none too good if our export butter trade is to be developed in the way it should. In addition, the extra charge made by the steamship companies for carrying butter in refrigerator compartments seems to be very high considering that these companies have been handsomely subsidized by the government to provide cold storage facilities on their steamers. We understand that the extra charge for this service over and above the regular freight charge frequently runs as high as 45 cents per cwt., which seems exorbitant when the steamship companies have received enough government money to equip refrigerator compartments and have only the cost of operating them to make good.

The transportation side of the export butter trade evidently needs more attention than it is now getting. Constant vigilance is required in keeping the railways and steamship companies up to the mark. As yet they do not appear to be impressed with the idea of providing the best of facilities for shippers in order to build up their own business.

Want Cattle Embargo Removed

The animal and meat section of the Liverpool Chamber of Commerce has passed a resolution strongly urging upon the home government the removal of the restriction against the importation of Canadian cattle to Great Britain. Canadian cattle, it is claimed, are wanted to replenish the cattle herds of the old land, which are being depleted by the exportation of so much pure-bred stock from Great Britain. Professor Boice, referring to the health of English cattle, stated that, owing to lack of fresh stock, 25 per cent. of the cattle are infected with tuberculosis. It was also stated by those who favored the resolution that any outbreak of disease is as rigid-

ly dealt with in Canada as in Great Britain, and that no infectious disease now exists in Canada.

While the removal of the embargo would be welcomed by Canadians it will require a great many more resolutions of this kind to bring it about. The breeders and farmers of Great Britain who own 6,704,618 cattle in the United Kingdom have to be reckoned with. Past experience shows that these have more influence with the government of the day on embargo matters than all the chambers of commerce in the country combined. Consequently we should not base future action in the development of our cattle trade upon the probability of the embargo being removed in the near future. The better way is to take aggressive measures looking to the establishment of the dead meat trade on a more liberal scale in Canada. With this placed on a firm footing we would be in a position to work independently of the embargo or any other contingency that might arise in connection with the export cattle trade. Should the embargo be removed we would not be in any worse position from having the dead meat trade under way.

Little Legislation for the Farmer

Though the session of the Ontario Legislature, prorogued on April 25th, has been fruitful in legislation, only a small portion of it has directly affected the farmer. To further the interest in forestry among farmers by setting apart a section of the Ontario Agricultural College farm for tree growing, is the most important work of the session from an agricultural standpoint. The replenshing of the wood lot and the increase in the forest area of the older parts of the country will mean much to future generations of farmers.

Other matters of minor importance from the farmer's standpoint are the extension of the sugar beet bounty and the grant of \$10,000 towards a new dairy building for the London fair. True the measure of railway taxation secured should be noted. But this would have been more acceptable, perhaps, had the terms of the Pettipiece bill been more closely approached in this legislation.

Another Good "Canuck" Taken

Mr. F. C. Hare has resigned his position as chief of the poultry division, Department of Agriculture, Ottawa, to accept a situation with the Cyphers Incubator Company, of Buffalo. In Mr. Hare the Department has had an efficient and painstaking official. His work in establishing and supervising poultry fattening stations in different parts of the Dominion, and in developing the export market for dressed poultry, has been successful.

Mr. Hare is too young and too good a Canadian to be captured so easily by "Uncle Sam."