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For Farmers and Stockmen

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The Live Stock Trade.

THE annual gatherings of the Live Stock Associations are always of prime importance and the meetings held last week, reports of which appear in the Gazette Department this issue, are no exception to the rule. Foremost among the matters discussed was that of interprovincial trade. This trade, due largely, to the efforts of the Dominion Live Stock Commissioner, Mr. F. W. Hodson, has already grown to large proportions. But it is capable of much larger development, and it only requires the cooperation and active effort of the breeders to make this trade with other parts of the Dominion of even greater benefit to both buyer and seller. The greatest development so far has been in the sale of cattle. It is felt, however, that some more determined effort should be made to develop the market in the other provinces for sheep. At the sheep breeders' meeting Mr. Hodson and Col. McCrae made a strong plea in this direction which will likely bear fruit in more active effort along this line. Quite a few shipments of sheep have already been made to the West through the Live Stock Associations. The Northwest Territories and British Columbia will annually take 1,000 pure bred rams for use on the ranches, while in the Maritime Provinces a market for good stock is rapidly developing in the way of supplying the local agricultural societies with high class animals for breeding purposes. This whole question is then of the greatest importance and Ontario breeders should give it their first attention.

Another move of importance was that relating to the duties of the secretary. In addition to acting as secretary of the Live Stock Associations, Mr. Westervelt has been accountant of the Farmers' Institute Department. The Minister of Agriculture, realizing the value and importance of the Associations having an officer who will devote his whole time to the live stock industry of the province, suggested to the Associations the advisability of increasing the appropriation of the secretary's salary sufficient to relieve him of other work. We are very pleased to state that this suggestion was acted upon and that henceforth Mr. Westervelt will devote his whole time to the live stock interests and will be virtually Live Stock Commissioner for Ontario. This action of the Associations will fit in well with the movement for the further development of inter-provincial trade. Relieved of his other duties, Mr. Westervelt will be able to visit the Western

and the Eastern Provinces and the United States if need be, in the interest of the live stock trade of Ontario. That he is capable of doing splendid work in this direction goes without saying. He has already shown himself a very capable officer, and with his energies entirely devoted to the interest of live stock, his services to the Associations can be made much more valuable. An extract from Mr. Dryden's communication to the Associations in reference to this change fits in very well here:

"Mr. Westervelt is an energetic, growing young man, and I think is becoming seized with the situation sufficiently to accomplish great service for the live stock interests of this country."

We have not space to deal with all the important matters discussed. There is another, however, that deserves attention. In the secretary's report a recommendation is made in reference to Canada's live stock display at the St. Louis Exposition in 1903. The breeders were unanimous in regard to action being taken at once toward securing an appropriation from the Dominion Parliament at its next session for a Canadian exhibit at St. Louis. At least \$25,000 would be required to make a creditable display and this amount should be voted the coming session so as to give breeders a chance to prepare exhibits. We sincerely hope the Government will consider this matter favorably. They could do nothing that would help Canada's rapidly developing live stock trade more than in making this grant and that right early.

Freight Rates Again.

The statements made by Mr. A. F. MacLaren, M. P., in another column on the freight rates problem form the most important deliverance on this subject made by any public man in Canada for some time. Mr. MacLaren has made a careful study of the question as it affects the business in which he is engaged, that of exporting cheese and butter, and the figures which he gives may be relied upon as being strictly accurate. He has not gone into this question because he wants something to talk about but because he feels most keenly the immense disadvantage the Canadian producer, and more particularly the Ontario producer, is placed at as compared with the American competitor in getting his products to market. Mr. MacLaren's statements form a most valuable addition to the data already published in *The Farming World* bearing upon the question of unfair discrimination in freight

rates, and which our correspondent of a few weeks back, "Viator," endeavored to combat.

But what do Mr. MacLaren's figures show? They show that our dairymen—for it is the producer who must pay this extra charge—have to pay over \$2 more per ton for cheese and over \$3 more per ton for butter carried from Montreal than the Americans have to pay from Boston. If we take 60,000 tons as the quantity of these products sent from Montreal we have in round numbers about \$150,000 which Canadian dairymen have to pay to get their cheese and butter across the Atlantic over and above what the American dairymen could get the same quantity carried for. Of course we would naturally expect a little higher rate from Montreal than from Boston, as the distance is greater, but the figures given are altogether out of proportion in so far as distance is concerned.

But coming to railway rates, Mr. MacLaren presents perhaps a more striking example of discrimination. That the Canadian producer, on the five articles named has to pay an extra freight charge totalling annually about \$1,000,000 shows a condition of affairs that is well worth the best energies of our statesmen to remedy. A million dollars added to the returns which the farmer receives for his butter, cheese, bacon, apples and cattle, for that is what it means if this extra freight charge had not to be met, would put the producer of this country in a position to compete successfully with any competitor the world over. It would greatly enhance the value of farm property and do much to encourage agriculture and to keep the best young blood of the country on the farm.

Mr. MacLaren makes a strong argument for the development of the magnificent water way system which we possess. The Americans have seen the prime importance of doing so and have profited to the extent of lowering the freight rates from West to East to one-tenth of the charge by rail. Then the insurance rates via Montreal as compared with Boston seem exorbitant and should not be.

Another case of discrimination in connection with the cheese trade and it applies to Western Ontario, which came under our notice a few days ago, is worth noting here. A great many cheese exporters, when buying from the factories, have the cheese shipped into local storage warehouses for a month or two as the case may be. The local freight rate to these warehouses east of London and south of the main line of the G. T. R. through Stratford is 18¢ per cwt., and west of Lon-