

given to the live stock interests in erecting the same building for the Ontario Winter Fair, who can say?

The Cheese-Makers' End of It

While the year just closed has been a very profitable one for the milk producer, it is a question whether the cheese or butter-maker or manufacturer has gained much by it. In fact, it is possible that in many sections where the dry weather caused the milk supply to fall off very materially during the latter part of August and September, they have fared worse than they did in other years when prices were much lower than they were the past season. This hardly seems fair in this era of high prices, especially when it is a well known fact that, taking into account the responsibilities which he assumes, the maker is not at all overpaid as it is.

Conditions which govern the price of making either cheese or butter have changed materially in recent years. The maker has to pay at least 40 per cent., and in many cases 50 per cent., more than he did five or ten years ago for his help. The cost of furnishings, such as rennet, boxes, etc., has increased in about the same proportion. There has, no doubt, been some slight advance in the price of making during this time, but it has not been at all commensurate with the marked advance in the cost of supplies and help. The owner of the factory or the manufacturer who has to pay about double what he did five years ago for milk hauling, might also be included in this list.

But the maker, perhaps, is the first one who should receive consideration. The continued success of the industry will depend in no small degree upon the class of men who man our cheese factories and creameries during the next few years. If the price for making is cut down to little better than a living wage, then rest assured that our brightest and best young men will not take up cheese or butter-making as a business. With mediocre men of limited training and experience in our factories, what chance is there for the present high standard of our dairy products to be maintained, let alone being improved upon?

Truly, the question is one which the milk producer should consider very seriously, and the present is a most opportune time. An increase of from one-eighth to one-quarter of a cent per lb. in the price of making will not reduce the producers' annual return from the factory very much. On the other hand, it will help the maker or manufacturers' end very much indeed, and enable him to render better service to those whom he serves, and to maintain his part of the co-operative fabric in a way that will be better for all concerned.

There should be a full and free discussion of this matter at the coming dairy conventions.

Sheep Versus Dogs

No question aroused more interest in the series of lectures at the Winter Fair last week than that dealing with amendments to the act protecting sheep from dogs. That many farmers still hesitate, because of the dog nuisance, about engaging in the business of sheep-raising, is quite evident. And from instances given during the discussion on this subject, there appears to be little abatement in the "sheep-worrying" business, while the present law or the manner in which it is enforced is not very effective in remedying the grievance.

The general opinion of the leading sheep breeders present was that the law as it now stands, with one or two amendments, is all right if properly enforced. But the trouble is that it has not been properly enforced and has been so misunderstood by township councils as to be non-effective in many places. Clause (2) should certainly be eliminated, and the law so worded as to convey no uncertain sound on the question of compensation. That many township councils have for several years fixed a maximum valuation for sheep killed by dogs contrary to the spirit and wording of the act, is pretty clear evidence that some radical changes are necessary. What these changes should be, it will be for the sheep-breeders to decide at their annual meeting a few weeks hence.

It will be better, however, to err on the side of what may appear to be a hardship upon the owner of a good dog, rather than allow present conditions to remain. So long as "sheep-worrying" continues, whether the owner is paid two-thirds or full value for his sheep, many farmers will hesitate about engaging in sheep husbandry. As the law now stands, in order to get full value for sheep killed, the farmer must play the part of a detective in tracing up the owner of the dog that did the killing. This may take a day or it may take a week. But whatever it may be, he gets no pay for the time lost. Then he may spend a week or more in a fruitless search and have finally to come to the township council, where he gets only two-thirds of the value of his sheep. This does not appear to be exactly fair. At any rate, it is one of the things that prevent many farmers from going into the business. What is wanted is a law that will, first of all, put a stop to sheep-worrying altogether, and, if this cannot be done, that will recompense the sheep owner for his loss without his having to spend so much time and money in tracing the dogs that did the damage. How this can be done without working injury to the owner of a good dog is hard to say. There should, however, be no half-way measures adopted. Whatever amendments are made to the present law, let them be effective in putting a stop to the evil.

In view of the contemplated changes in the present act, we shall be glad, during the next month or two, to receive for publication the views of our readers regarding the present working of the law and how it can best be amended to meet the needs of the important sheep industry of this country.

A Novel Transportation Scheme

The latest thing in the way of transportation is an electric elevated carrier system for mails and express parcels. Briefly, it is a system of elevated tracks, on which an automatic car, controlled from the central office, carries mail matter, express parcels or goods to stations along the line. The steel tracks are supported by posts 12 or 15 feet high, running along the fence lines, so that farmers can use these posts for their own fences. The car carries mail boxes, which it delivers at the farm station, at the same time automatically picking up a box. The car will also pick up and deliver parcels at their proper places. The promoters of this scheme, who have established an office in Toronto, with a view to introducing it into Ontario, claim that a speed of 25 miles an hour can be kept up and that cars can be run to carry passengers.

While it is never safe to prophecy in regard to a scheme of this kind till it is in practical operation, if it can be successfully worked out in the way described it has many possibilities that will be of undoubted advantage to the farmers of this country.

A Good Man Honored

The annual banquet of the Experimental Union, held in the college gymnasium, on the evening of Dec. 11th, was of more than usual interest. The chief event of the evening's proceedings was the unveiling of an oil painting of the Hon. Mr. Dryden, Ex-Minister of Agriculture for Ontario. This painting was presented to the college and the Government by the ex-students as a mark of their appreciation of Mr. Dryden's fifteen years in office, who, during that time, had done more for the Ontario Agricultural College than any other man. The presentation was made on behalf of the ex-students by Mr. W. J. Brown, B.S.A. The Hon. Mr. Monteth accepted the gift on behalf of the college and the Government in a suitable speech, after which Mr. Dryden replied.

An international agricultural institute will be held at Rome, Italy, in 1908. A number of countries have signified their intention to send delegates and to report upon agricultural conditions in their own lands. While no doubt a great deal of valuable information will be gained, the conditions are so varied in the different countries that it is hard to see where the real practical value of such a conference can be.