

A Prize.

Vick's latest and best chromo will be given for the best account of any county, city, or township annual agricultural meeting, held during Jan., 1874; the article to be sent into this office by the 15th day of Feb'y, and not to occupy more than one column of this paper; the award to be based on the most useful and beneficial report of discussions held at said meetings.

Prizes at Exhibitions.

Mr. M. Morwood, of Thorold, suggests the propriety of altering the prize list for sheep. His opinion is that the prizes awarded to shearing ewes tend to destroy our best sheep for breeding purposes.—He suggests that wethers should be substituted instead of ewes. He informs us that this is already done at many of the Agricultural Exhibitions in England.

Assessment.

Assessors will now be at their work.—It is right that farmers should pay their fair share of taxation, but it is not right for them to pay more than their just proportion. Farmers living a distance from gravel roads, railways, towns or cities pay a higher proportion than those living contiguous to localities where public money has been expended.

Often the expenditure of public money for the construction of public roads and buildings has increased the value of the lands near the central points an hundred fold, but the taxes are but very little increased. They are often held by speculators or wealthy persons who will not sell even though double or even ten times the assessed value is offered to them. We know of one speculator who had been paying but \$70 per annum for years past by having his land assessed to suit himself by the powers that were. From a change in the acts of assessors the next season he had to pay \$400 for taxes.

If people hold land adapted for building lots, and will not sell them, they should be assessed at what they would bring if put into the market. We all pay an indirect tax for all railroads and all public improvements. The lands in the immediate vicinities of these improvements are scarcely ever taxed in proportion to the enhanced value.

Farms are vastly increased by the expenditure on railways, and to some extent by the erection of public buildings, but the lands in the proximity of the centres of these expenditures are not taxed near as much in proportion to the enhanced value of them.

Politics.

You are again plunged into the turmoil of another election. Perhaps you consider, as we do, that we are having them rather often. The object of the present one is to strengthen the power of the Reformers.

It is fortunate that this election takes place in the winter, as you can all spare time to attend the meetings much better than in the summer season. By attending the gatherings held by each party you will gain much information and be better enabled to form a correct opinion of the position of the affairs of the country than by attending only to meetings held by one party. Many of our readers are strong partisans, so strong that they would not be seen at a gathering of their opponents in politics; so strong that they will not read a paper published contrary to their opinions.

To be able to judge fairly you should read political papers on both sides of the question, and attend meetings held by both parties, not for the purpose of disturbing them, but to hear quietly both sides and judge and act for yourselves.

We have listened to some of the addresses given in this city by leading legislators, and we have noticed some of the acts of both parties relative to agricul-

ture; words can often cloak deeds of a dark dye. One question we have asked at political gatherings is, What has been done or is contemplated being done for the interests of agriculturists? Neither Conservative or Reformer, at any gathering we have attended, has been able to satisfy us with a suitable reply. Much wool or dust has been thrown about, but the facts are: party first, the farmers' interests are nowhere.

The citizens are for city interests; the lawyers have and will well guard and protect their interests. They have the power; they are trained to speak, and will use every device known to gain power, and in this they are invariably ahead of the farmers. You will have enough lawyers in the House.

If you have a choice in your riding to vote for a lawyer or a farmer, by all means vote for the farmer. The hue and cry of the great sacrifice of the timber lands or of the Pacific Scandal, are second in importance to this question: Are farmers to be always ruled and used as the substance from which to extract money to build up all other interests at the expense of their calling? Vote for farmers! Vote for farmers!!

Transportation of Produce.

The profit obtained by the farmer for the products of his lands is so inseparably connected with the facilities for bringing his produce to a good market that we may consider the question of transportation and the farmer's just remuneration for his expenditure of labor and capital as one. 'Tis true that without good farming, and, dependent thereon, good crops, there must be, not a profit, but a loss, in agriculture; but, even with the most skilful and persevering application of labor, directed by practical experience, and aided by all the researches of science, and, as their natural result, the most abundant yield, there can be no remuneration for the toil of the husbandman if he have not a good market for the product of his fields, with not more than fair expenses for freight. We are now led to the consideration of this subject by the difficulty and delay in forwarding freight to the European markets. We are not in the same sad predicament as the farmers in the Western States—we can yet obtain good prices for all the products of our fields. But we know that it is the part of a wise man, when his neighbor's house is on fire, to look to his own. The European demand for meat and cereals from every available source and the abundant and constantly-increasing supplies sent to meet that demand from the vast territories of the Western Hemisphere demand additional means of transporting, first to the seaboard, and thence additional lines of steamers with far greater carrying capacity to those markets that are ready to give good prices for all our surplus produce. There would now be less of the fluctuation of prices were it possible to send forward freight to our seaboard without delay, and to forward it thence at once, on its arrival, to Europe; but, while "miles of freight" are said to be lying at one point unable to be sent forward, and freight accumulates so rapidly along the line of the Grand Trunk Railway that another line of steamers from that port has become a matter of necessity, with the existing inefficiency of the means of transportation, merchants must hold back from purchasing largely, and the produce market cannot be firm, as, under other circumstances, it would be.

The importance of the transportation question has been brought practically home to the farmers of the Western States by the impossibility of their obtaining anything like a fair remunerative price for their produce, fully two-thirds of the price obtained when produce has reached the market being swallowed in the cost of carriage. Of three bushels of corn two are required to pay freight and other market charges, and the price of one is secured by the producer.

We are not in as bad a plight as those Western farmers, but we must see to it that we suffer no inconvenience and incur no loss by any failure or delay in the carrying of our produce. Even now we require greater facilities for reaching the markets of Europe. Markets easily accessible with remunerative prices are a great incentive to improvement in industrial pursuits. To secure those facilities, let all who are interested in the

wealth-producing powers of the country use all their influence to promote its development. If now the means of transportation are found insufficient, how much must this insufficiency be increased when the resources of the country are far more developed!

Any delay or interruption in the transportation of produce must prove a serious loss, not only to the farmer, but also to all engaged in its sale and transport. This delay, amounting almost to a total cessation of the produce trade, seriously affects the business of Montreal. Her merchants are dependent on a winter outlet other than their own, and the increasing business, as a centre of distribution, demands increased means of transportation. A Select Committee of the Corn Exchange Association say in their report that, "The annual lockout by the Grand Trunk Railway of the merchants of Montreal from all freighting facilities eastward has occurred this year at a somewhat earlier date than usual, and with exceptional severity."

Montreal is merely a centre of distribution, a point near to the seaboard from which such produce may be conveniently shipped to the consumers. The measure of Montreal's requirements for shipping eastward are, therefore, in equal ratio with its receipts from the west.

The ground of complaint is simply this:—The Grand Trunk Railway Company's business is not solely a Canadian business. Its terminus is Portland—its only or principal outlet, and its freight carrying is greater from Chicago than from Montreal. Of 150 car loads per week—the capacity of the regular mail steamers of the Allan line—70 cars are reserved for Montreal, leaving 80 cars for the local stations east and the stations west. There remains to be noticed another deficiency—that in the means of ocean transportation. The Allan line of steamships during the season of transport is unable to take from Portland all the freight required. An exchange of recent date says: More cars left Gorham, N. H., for Portland on Monday by the Grand Trunk than at any time in the history of the road. Furthermore, there are a number of freight cars along the line awaiting a chance to come in, and 840 car loads here waiting shipment. The largest Allan steamers take only 100 car loads. There are 1,250 loads now on the way to Portland, this side of Montreal.

Such a freight blockade as occurs annually and as must become greater with the increasing produce trade is a great loss to all. It is one that demands the most serious consideration of the Government. The producers of the national wealth should have every means afforded them of transportation for their produce to the best markets. Our farmers and produce merchants have certainly the first claim on Canadian railways and shipping. Our demands for means of transport must increase with our increasing population and prosperity.

The great demands now made on the carrying powers of the G. T. R. may be estimated from the following extracts.

"Those who think that Portland business cannot sustain a line of ocean steamships should take a look at the Grand Trunk freight yards, which are crowded to the utmost capacity with freight bound over the water. A vast quantity has accumulated, not one-half of which the Allan line of steamers can take away for weeks to come. 750 cars loaded with freight stand in the yards, while in every freight house and shed great quantities are piled up. One half the passenger station, generally given up to the storage of cars, is filled with barrels and boxes. All the tracks in the rear of the station are cumbered with cars, while the tracks that creep round warehouses to the wharves are in a similar condition. Even the Boston and Maine freight sheds have been brought into requisition, and sixty car loads are awaiting shipment there. One hundred cars have been stopped at South Paris because there is no room for them here. 600 have been transhipped at Montreal, and 500 wait at Toronto. Nothing like the quantity has been known before. The average number of cars loaded with foreign freight which come in during a week is 600. No steamer of the Allan line can take 300 car loads, and few go above 100. So the freight constantly accumulates. It is estimated that there will be freight enough this winter to load five steamships a week, for the amount gives promise of increase rather than diminution. One Montreal house alone has 160,000 barrels of flour awaiting shipment. Since the change of gauge and the laying of steel rails freight

has come forward to Montreal with unexampled rapidity.

"It is expected that the change of gauge will be effected by next August. Forty miles of steel rails will be laid between this city and the Canada line the coming year, 60 miles the year after, and the remaining distance the third year. Then another line of steamships will be a necessity.

"The Grand Trunk are already working in view of this necessity. The burnt wharf is to be built in piling, and will be extended 125 feet into the stream and widened 75 feet. The contract for Galt's wharf will undoubtedly be renewed and the wharf rebuilt. The Grand Trunk wharves are to be repaired and used for coal wharves. In order to supply the increasing demand for freight facilities the rolling stock of the road will be greatly added to. The old and imperfect locomotives, which have hitherto been a hindrance, will be done away with. Already sixty of them have been thrown into the scrap heap. Great numbers of freight cars will be added to those already in use. Then the company will be ready to put on a line of ocean steamers should it be deemed desirable."—*Press*.

"A demand for a new steamship line is made by the Directors of the Grand Trunk Railway who desire to enter into a contract with the owners of steamships for the transportation of freight from Portland to St. John and Halifax and from Portland or Boston in Liverpool and Glasgow. The Directors guarantee to furnish cargoes for two large steamships each week between the last-named ports."—*Boston Transcript*.

The growth of American cities and the increase of their commerce has always been a matter of surprise to visitors from the Old World. Cincinnati and Chicago and other towns have grown up as if by enchantment. But the progress of Montreal has been of late years unequalled even in America. The great American towns are becoming quite jealous of her unexampled progress. We mark her enterprise with pleasure, not only as a Canadian city, but also as affording us an outlet to the best markets. On the Canadian export trade the Montreal *Witness* says:—

"The exports of grain this year have been 8,060,003 bushels of wheat, 3,520,000 bushels of corn, 322,000 bushels of wheat, and 288,000 bushels of oats. The exports last year were 3,620,000 bushels of wheat, 7,467,000 bushels of corn, 1,063,000 bushels of peas, and 406,000 bushels of oats—the total for 1873 being about 12,700,000 bushels, against 12,450,000, or an increase of 250,000 bushels, in spite of the early close of navigation. To this increase, also, must be added the increase in the amount of flour, 130,000 bbls., equal to 600,000 bushels of wheat. These figures show that the opinion expressed by some of our leading shipowners last year, that the business of that year was not likely to be repeated, was a mistake, and that, instead of diminishing, there has been a step in advance, which, if not so large as that taken last year, is still very encouraging, and gives us good ground of hope for the future, more especially as we have now much reason to believe that canal improvements will be pushed vigorously. The increase in the shipments of butter and cheese has been more important, and a gratifying feature in the trade is the good reputation which they have acquired in the British markets—Canadian cheese, we believe, ranking above American, and butter taking a high stand. The amounts exported are 154,000 packages of butter this year, against 116,500 last year, and 390,300 boxes of cheese this year, against 208,450 last year."

A number of the leading merchants in Montreal are preparing to take a more active part in the export trade. They are entering with their accustomed energy into the Transatlantic steamship business. They are now building one vessel, a pioneer of the line about to be established. This will, it is said, be strictly a Canadian enterprise; its vessels will be registered in this country, and reckoned part of the marine of Canada. While conducting to the credit and wealth of the city carrying on this most important business, the additional means of transportation thus afforded must inevitably tend to agricultural prosperity.

RURAL AND DOMESTIC.

Hogs that run in an orchard pick up the windfalls and occasionally good apples never have the hog cholera; which is another proof of the value of a fruit diet.

Short-Horn

This association and fifty members of the United Horn breeders' association; an interest to stamp improved families of the few. Breeds that only from port to realize feeding, and every hand herds of old sive has been are the old forced to give. We give to dress delivery, by Dr. on "The best in our next Prof. Miles

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