

NOTES FROM IRELAND.

When Sir Horace Plunkett resigned the Vice-Presidency of the Department of Agriculture, the hope was widely entertained that Ireland should not be altogether deprived of his services. A movement is on foot which, if successful, will lead to the continuance of his work on behalf of the industrial welfare of the country, viz., the founding of an institution which would provide headquarters and the general machinery for giving practical effect to the views and plans for Ireland's betterment, with which his name is associated. Money is now being collected towards the sum of £10,000, which is required to establish what is to be known as the Bureau of Rural Social Economy.

Sir Horace has written a letter expressing his opinions as to what the Bureau—when it comes into existence—might do. For instance, it could form a connecting link between the various voluntary associations at work in the country, and arrange conferences between them; it could further advise and suggest as to the development of industries, and the investing of money therein.

IRISH WHEAT-GROWING.

It may be merely a coincidence, but it is nevertheless significant, that the visit recently paid to Ireland by the Canadian Grain Commissioners has been followed by an unusual amount of attention being paid to the possibilities of extending the area under wheat in the country. Doubtless the inquiries of the Commissioners set some of our home millers a-thinking, patriotically-like, and the revival of interest in the wheat crop was the inevitable result. We happen to have in this country an Irish Flour-millers' Association, and the members of this body have been organizing conferences about the country, at which they have met the local farmers and talked the matter over. They have expressed the opinion that it is improbable that wheat will again be as low in price as it was a few years ago, and have told the farmers that if they would grow ten or twenty times as much of the right kind as at present, they (the millers) would buy it from them. The movement is likely to lead to an extension of wheat-growing, a favoring circumstance being the increasing demand for Irish-milled flour, as well as for other native products, which is accompanying the present industrial-development movement. Another influence at work in the same connection is the discontent among farmers with the poor prices paid for barley by the brewers. In some places matters on this score have come to a crisis, and the local Farmers' Association at Athy, representing an important area in Co. Kildare, have agreed that, unless the brewers paid a minimum price of 17s. per barrel for this season's barley, they would, in the future, abandon the growing of that crop and devote the land to wheat, which the millers were showing such anxiety to encourage.

Dublin.

"EMERALD ISLE"

LIKES THE CEMENT SILO.

Editor "The Farmer's Advocate":

Cement silos have been in use in this section four or five years, and are giving good satisfaction. There are dozens of them, and not one that I have heard cracked. The contractor who builds put up thirteen this year, and he had more if the farmers' corn had not failed. This man has a splendid outfit. In regard to wooden silos, they are short-lived. We had one. Have a cement one now. Its cost was not more than three wooden silos, and then I think I would prefer cement. When you have a cement one, it is there for all time. Wood will rot no matter what care is given it.

J. F. BETTRIDGE.

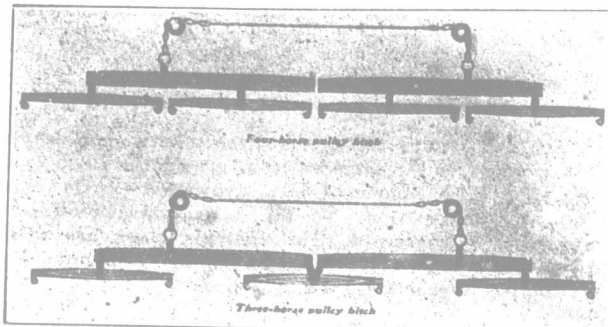
Perth Co., Ont.

SEED FAIRS IN THE WEST.

A recent communication from H. McFayden, the representative in Saskatchewan of the Seed Commissioner's Branch, Department of Agriculture, Ottawa, states that up to the middle of October twenty-two agricultural societies in the Province had announced their intention of holding seed fairs, and some of them intend having a seed-judging competition and a weed-seed-identification contest along with the fair. Prospects for a good winter's campaign in the movement for good seed are very bright. Western farmers are awakening to the fact that they can no longer afford to sow shrunken, frosted, unmarketable wheat, dirty with screenings and weed seeds. The work of the Dominion Seed Branch in the Prairie Provinces is bearing fruit.

FOUR-HORSE PULLEY HITCH.

From the number of inquiries coming in for designs showing the best way of hitching three and four horses so as to work together, it appears that a good many farmers are wisely meeting the labor problem by seeking to have one man do the work of two, driving three or four horses per teamster, instead of a pair. There are many styles of three-horse and four-horse hitches, quite a few of which have already appeared in our columns. The accompanying illustration shows the pulley-hitch, as used on the McCormick disk and shoe drills. It is not patented, as a great many other manufacturers of seed drills use practically the same device. The illustration shows:



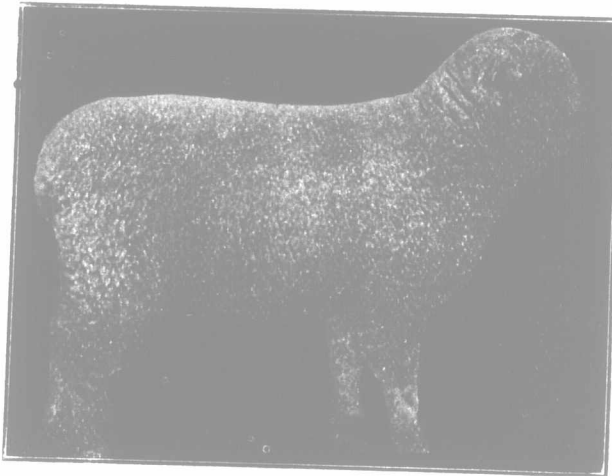
1. The four-horse pulley hitch as used on the twenty-marker McCormick disk and shoe drills.
2. The same hitch adjusted for use with three horses.

THE DAIRY.

MORE ABOUT THE TRANSPORTATION OF BUTTER

Editor "The Farmer's Advocate":

Publicity is one of the greatest safeguards in a democracy. Where we have "government of the people, by the people, for the people," the "people" have a right to expect "a dollar's worth of service for a dollar's worth of pay." It was with the object of calling attention to the fact that the creamerymen were not getting a dollar's worth of ice for a dollar's worth of the people's money, that the comments on Weddel's review were written for a recent number of "The



Shropshire Ram Lamb.

First at Toronto and London, 1907. Imported and exhibited by Oak Park Stock Farm Company, Brantford, Ontario.

Farmer's Advocate," and to which exception is taken by W. W. Moore. With the object of throwing a little "Mo(o)re" light on the subject, may we give the following facts, and allow readers to draw their own conclusions?

A creamery located in Western Ontario made shipments to London, England, during the past season (1907), and we give the date of shipment from the creamery and date of account sales in London, which, to our mind, is a better index of the time required to market butter in London than the "sailing date" and "arrival date" of boats, which to us tells nothing about the point in question. However, we may have a "hatful of fog" on the point, hence must allow readers to judge which data will be of most service to them in calculating time required to get butter to customers in London:

Date of shipment from creamery.	Date of account sales in London, Eng.	Number of days between.
June 15, 1907.	July 13, 1907.	27
June 22, 1907.	July 20, 1907.	27
July 13, 1907.	Aug. 9, 1907.	26
July 20, 1907.	Aug. 16, 1907.	26
July 27, 1907.	Aug. 23, 1907.	26
Aug. 10, 1907.	Sept. 10, 1907.	30
Aug. 24, 1907.	Sept. 18, 1907.	24

The London firm to whom the foregoing consignments were sent, in one of their letters, dated London, Sept. 17th, 1907, remarks: "We suppose

we cannot expect from Canadian butter, at least three weeks old, as good an aroma as we get from Danish or Irish, which are only three or four days old when they reach this market." It would seem, from the experience of this firm, which is one of the largest importers of butter in England, that "at least three weeks old" is their experience in handling Canadian butter.

We did not happen to strike any of the cars enumerated in the list given by Mr. Moore, but if he has the data, we should like to hear about car No. 40086, G. T. R., which passed through Baden and Guelph on July 20th, 1907. We took the following notes in Guelph on this car: Temperature of air outside, 82 degrees; temperature in west end of car, 72 degrees; temperature in middle of car shortly after car door was open, 74 degrees; temperature in east end, 76 degrees F. There were three blocks of ice in each of three of the ice boxes, and two blocks in the remaining ice box; estimated weight of each block, 50 to 60 pounds. Car doors opened on south side; sun shining directly into car, as doors cannot be closed until engine is through shunting in another part of the yard, to have car from platform, so that doors may be closed. Temperature of air in middle of car when writer left car, 78 degrees, or 4 degrees higher than when car was opened. Engine still shunting in yard. Large number of boxes of Baden butter in west end, which had apparently cooled the air in this end of car.

It may be objected that when the car door was opened the warm air entered from outside, hence temperatures given are incorrect. In answer to this, we should say that warm air does not readily displace cold air, and it was only after the direct rays of the sun had been shining in the middle of the car for some time that a rise of temperature was noted. Anyone who has had any experience with a hot-air furnace for heating houses, knows the truth of the foregoing.

That the experience here noted is not uncommon, is indicated in a letter from one of the largest firms handling butter in Montreal. In a letter dated Montreal, June 25th, 1907, this firm states: "We have had several instances of supposed refrigerator cars where butter has actually been shipped without a particle of ice." This firm reports on a shipment sent to them from Western Ontario on June 22nd: "Your butter arrived in a more heated condition than it should." We could give more extracts from correspondence along the same line, but these are sufficient for readers to judge whether or not the conditions we referred to in our previous article were "actual," or "did not exist outside of his own imagination." If the writer (W. W. M.) would get his feet from under an office desk and get out to the stations along the railways at country points, he possibly might not write such "twaddle" as characterizes some of his statements.

From our own observations, it is useless to "cuss the railroads," but when a grievance exists, if they (the railways) are approached in the right spirit, they are usually willing to remedy matters so far as possible. In many cases they are the victims of a bad system, or of careless and indifferent employees. We have proof of the foregoing, but the present is not the time or place to discuss the matter. There will never be much improvement so long as those whose business it is to get an improved refrigerator-car service tell the public and the railroads that everything is all right at present. It is useless to cry "ice!" when there is no ice, or very little. H. H. D.

COW-TESTING IN SCOTLAND.

In a report just received of some cow-testing operations in Scotland during 1906, the following figures occur, and will be read here with interest:

In the Stewartry Association, comprising twelve herds and 600 cows, the average yield of 10 per cent. of the heaviest-milking cows in each herd during 214 days (26th of March to 31st of Oct., 1906) was 6,850 lbs. of milk, testing 3.9. The average yield of the poorest cows was 4,230 lbs., testing 3.6. This indicates a difference of 2,620 lbs. Six of the best heifers, three-year-olds, in this association averaged 6,030 lbs. milk, testing 4.1.

The Dumfriesshire Dairy-farmers' Association comprises 22 herds, 742 cows. From April 2nd to Nov. 10th, 1906, 11 of the poorest cows (ages, 4 to 11) averaged 2,790 lbs. milk. Fifteen of the best cows had an average of 7,600 lbs. milk.

In the Fenwick Society, embracing 18 herds, the average yield in 51 weeks of 1906 from 451 cows was 6,481 lbs. milk. Only 12 cows have 10,000 lbs., or over, to their credit, their average being 10,540 lbs. Ten of the poorest cows averaged 4,770 lbs.

The dairy industry at large is indebted to John Speir, Esq., of Newton Farm, Glasgow, for a conscientious compilation of milk records of five district associations since 1902.

Mr. Speir has the following remarks, which will be of interest to members of cow-testing associations in Canada. Note his last sentence:

"The Fenwick Society is principally composed of farmers in the parish of Fenwick, between Kilmarnock and the borders of Lanarkshire. The district lies at a rather high altitude, much of it being from 400 to 600 feet above sea-level. Cheesemaking used to be