

The Farming World

For Farmers and Stockmen

VOL. XX.

APRIL 1st, 1902.

No. 13

Early Seeding

SPRING seems to be opening up with a rush. Farmers in Bruce County were reported last week as having begun seeding operations, one having sown oats. This is very early indeed, and more especially for that part of the province, where the season is usually ten days or two weeks later in opening up than in counties farther south. While it may be desirable to get the seed into the ground as early as possible, it may not always be advisable. In the first place the land should be in good condition, and, following that, there should be good growing weather. An early season will give farmers a splendid opportunity to get their land in good condition for the seed.

◆◆◆
Our Special Dairy Number next week. Look out for it!

Cattle Shippers' Grievances

That transportation is the all-important question in Canada to-day cannot be doubted. At nearly every gathering of producers, whether of farm products or other commodities, this question is constantly coming to the front. The meeting of the Dominion Cattle Dealers' Association, a report of which appears elsewhere in this issue, furnishes another proof of this. The complaints of the dealers this year are not so much in regard to excessive freight charges, but deal with the poor accommodation and careless treatment meted out to live stock, and more particularly cattle, by railways and steamship companies. The cases cited of careless treatment on the branch railway lines of cattle are bad enough, but the unnecessary and costly delays of the ocean steamships with cattle on board are much more serious. It would seem, in the cases mentioned by Mr. Snell, that the steamship companies were culpably negligent, and made no effort whatever to live up to the agreement made with the shipper when they took his cattle on board. There surely must be some remedy for this kind of thing.

If the cattle were properly looked after during the delay, in taking on the extra cargo, the grievance would not be of so serious a character. But they are not. The usual practice is to drive the cattle into the narrow passage-ways on board, and keep them there for the five or six days the vessel may be delayed at the second port in taking on cargo, as at Quebec after leaving Montreal, or at Halifax af-

ter leaving St. John. And there are other and perhaps more serious complaints by shippers that did not come out at the association meeting. We know of one instance where a firm of cattle exporters in this city paid for bran and ground feed for their cattle, while on ship-board, and the vessel left port without this feed, though it was on the dock ready to be taken on board. The cattle, therefore, had nothing to eat on the voyage but dry hay, and landed in England in a very much worse condition than when they left port, as would be expected under such treatment. And what is more, we understand that this feed was taken on board the company's vessel next sailing and sold, the proceeds going to enrich the steamship company's treasury.

These are some of the grievances which the Cattle Dealers' Association will ask the Government to look into. That they are of sufficient importance to claim the attention of those in authority no one will deny. There are certainly good grounds for an investigation, and if the inspector, the cattle shippers are asking for, is appointed, he will have plenty of opportunity to earn his salary.

While it has been the cattle shipper who has suffered directly in the cases mentioned, it all comes back upon the producer or farmer. The losses through negligence or poor accommodation and the excessive freight charges the dealer or shipper has to pay in getting his cattle to the consumer, are all charged up in some form or other to the fellow who produced the cattle. Were it not for these losses and the extra freight charges the dealer would be able to pay the producer more for his cattle than he does at the present time. This phase of the transportation problem is, therefore of as much importance to the farmer as any we have discussed during the present winter. Cheaper and better transportation is the question of the day in Canada and the one that must be solved before the producers of this country are in a position to compete successfully with the producer in the United States and in other lands.

◆◆◆
Parties desiring to have copies of Dairy Number sent to friends should send in their names at once.

Cream Gathering Creameries

In our correspondence column this week, appears a letter from Mr. I. W. Steinhoff, in which he takes pretty strong ground regard-

ing the extension of the cream gathering system of making butter in Ontario. We have no means of knowing definitely how far Mr. Steinhoff's remarks, regarding the bad flavor of the butter made on the cream gathering plan may be according to fact. Mr. Steinhoff has, however, been handling dairy products for a number of years, and he is not the one to make a sweeping statement of the kind contained in his letter, unless he had some good reason for doing so. We, therefore, willingly give space to his communication and would be glad to hear from others directly interested regarding the relative positions of the separator and cream gathering creameries in producing good butter.

In the meantime, it might not be amiss to deal with the question briefly in a somewhat general way. There is a phase of the cream gathering system of butter making that is destined to assume far greater importance in this country, than it has in the past, and that is the farm separator plan. In the Western States and in our own Canadian West this is the popular plan to-day. And if we mistake not, it is developing very rapidly in Ontario. In our opinion, and we have followed its development more or less closely, not only in Canada, but in the United States, the farm separator system is the coming one for operating creameries. Indeed, as we have already stated, it is being largely adopted in the Western States, and is the only one considered on our western prairies. By this plan the farmer has his skim-milk at home in a perfectly sweet condition for feeding, and the cost of hauling to the factory is considerably less than where the whole milk is carried.

Such being the case it would seem to us to be almost futile to attempt to prevent the growth of this system even in this province. A much better course to pursue would be to endeavor to direct the movement so that it can be carried on in the very best way. For years there has been a strong agitation against returning the whey from cheese factories in the milk cans, nearly every dairy authority being opposed to the practice as one tending to injure very materially the flavor of the cheese. And yet there is as large, if not a larger percentage, of factories returning the whey in the milk cans than there was ten years ago. The most reasonable and practical course to adopt, where the patrons must have their whey home, is, not to urge them to quit the practice, but to endeavor to