

The Farming World

And Canadian Farm and Home

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The Crop Outlook

DEVELOPMENTS since our crop report of last issue appear to confirm in a most striking way the outlook therein presented. In the past few weeks there have been no end of reports, semi-official and otherwise, regarding the crop outlook in the West. Simmered down these show that our estimate of the West of Aug. 1st was about as nearly correct as it was possible to make such a report. The wheat yield of the West will show a lower average than in 1902. The crop is, however, in no sense a failure, and Manitoba and the Territories will have a good many million bushels to add to the world's output; perhaps a total yield nearly as large as that of last year.

In Ontario our prediction of last week is being amply borne out and this Province has one of the best harvests she has had for years. Fall wheat, where threshed, is turning out a nice sample, and yielding more than was expected. This is a banner year for oats. Eighty to one hundred bushels per acre is talked of in some sections as a probable yield. Every Ontario farmer has been agreeably disappointed with his hay crop and has cut more than he expected. It is certainly a year of plenty for the banner province of the Dominion.

In Quebec and the Eastern Provinces no unfavorable reports are yet to hand since our last issue. We are safe in stating, therefore, that the improvements noted by our correspondents in the hay and grain crops has continued, and that the harvest will give a good average yield.

The Cattle Trade and Railway Discrimination

The splendid opening which the new Union Stock Yards at Toronto Junction had a week or two ago seems to have intensified the antagonism towards this new and up-to-date project from the city of Toronto, with its dilapidated and worn-out facilities for marketing cattle, and from the Grand Trunk Railway. If reports are true the methods by which the latter company is endeavoring to curb the advancement of this new rival at the Junction are by no means straightforward or businesslike. Here are some of them: Cars loaded with cattle for the Junction at points in Huron and Bruce Counties are sidetracked on the main line from 10 to 18 hours, while cars from the same points destined for Toronto City Market are pushed forward on regular time. Stock destined for the Junction yards are

neglected en route, unwatered and unfed. In one instance cattle that should have reached the Junction on time were side-tracked for 36 hours without food or water. A number of similar cases of flagrant neglect and deliberate side-tracking of cars is reported, showing the company to be wilfully and maliciously playing into the hands of the city market.

But this kind of thing is not to be allowed to continue unchallenged. The live stock dealers interested have taken action against the Grand Trunk Railway for damages, and a test case will be made

At the Exhibition

The Farming World of Sept. 1st will be our annual Exhibition Number which will be largely distributed at the coming Dominion Exhibition. In regard to this number we might add that what was said about it in last issue was in no sense overdrawn. It will be the superior of any previous number of this kind, both in content and in illustration. If you desire extra copies for friends, write this office early. Advertisers desiring extra space for this number should apply at once.

In addition to the tent, which will be found in the same section of the grounds as formerly, The Farming World will have space in the new Main Building, near the eastern entrance, where information may be had in reference to advertising and subscriptions. We shall be pleased to meet our friends here, and to welcome them to Canada's great Dominion Exhibition.

of the company's action in this discrimination against the Junction project. And it looks as if they had good grounds for their action. No railway has the right to discriminate in this way against any enterprise, whether it is in its interests to do so or not. The Junction company have offered the Grand Trunk a free site of six acres for a terminal at their stock yards, promised to build all the necessary sidings for them, and to pay \$1 per car or twice what was stated as cost for shunting on all stock coming through the city. This was a fair proposition, which the railway company should have accepted, and arranged to ship stock where the shippers required it to be sent without any unnecessary delay. The railway company is certainly playing into the hands

of the city with a vengeance and should be made to deal fairly and above board with the patrons of the new yards at the Junction.

And what is all this antagonism about on the part of the railway and the city? To hold and bring trade to an old and dilapidated cattle market that is admittedly a disgrace to a progressive city like Toronto. Well equipped market facilities at the Junction, whether controlled by private individuals or by the municipality, will bring as much business to the city as if this trading were done at the city markets. Why, then, this senseless wrangle. It is admitted by the civic officials in charge of the city market that it would be better moved away from its present location. Many of the citizens in the locality think so too! If moved, could the city locate it permanently at a spot that would be nearer to the business centre than the Junction market is at present? We think not.

Speaking for the farmers and stockmen throughout the Province we think that they will sympathize with the Junction yards in this fight against the Grand Trunk Railway. Unless we woefully misunderstand the feeling in the country the stockmen will stand by the Junction proposition. They have pleaded long and hard with the city in the past for improvement in the facilities provided for marketing stock. But nothing was done. The Union Stock Yards proposition was set on foot and the people who have looked forward to relief from this source are not likely to give it the go-by without a fair trial. There is no room for two markets in a city like Toronto and, in our opinion, the concern that deserves the trade and is likely to get it is the one providing the best accommodation, which undoubtedly the Junction project.

Breeders Warned

The recent failure of two or three prominent American Shorthorn breeders should serve as a warning to those who are inclined to boom prices up above what the legitimate market will warrant. Speculation in the live stock market is as sure to bring disaster to some one, as speculation in the financial stock market is. Our Canadian breeders, are, we are glad to say, not much given to this kind of thing, and are satisfied to do business at fair prices for the animals they have to sell. While the breeders who form the backbone of the Shorthorn industry to the south of the line are also of this class, there are not a few who, since the great revival in