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Editorial.

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Quarantine on Sheep and Swine.

The Order-in-Council by the Department of Agricultural, Ottawa, imposing fifteen days quarantine on sheep and swine arriving in Canada from the seaboard, has been brought about by the late regulation of Hon. J. M. Rusk, Secretary of United States Bureau of Agriculture, it being plainly stated in the U. S. regulation that the absence of an order of this kind in Canada was why the imposition of a quarantine against Canadian sheep and swine was imposed by the department at Washington.

Ontario Agricultural College Farm.

The annual report for 1890 of the Ontario Agricultural College, and the Experimental Farm attached to it, is instructive in many particulars. The experiments between the different breeds of live stock are of necessity unsatisfactory, as nothing conclusive can be gained from a trial of this kind between a few animals. A difference will always occur between individuals of the same breed. With seed grain this should be entirely different, and five or ten square rods, if correctly carried out, should give nearly as accurate a test as that of ten acres. Appended to the financial statement for the above year, and with Mr. John S. Hobson overlooking the accounts of both expenditure and revenue, Prof. Shaw claims a net gain of \$1,709.25.

The Cattle Shipping Trade.

A few months since, while the enquiry was going on relative to the treatment of cattle during ocean transit, the ADVOCATE spoke out freely as to the manner in which the carrying trade was being conducted. Those that were familiar with this trade well knew how necessary, for the well being of this industry, that a change should be made. Since that writing steps have been taken that will naturally assist the better arrival of Canadian cattle at British ports. This much good has been attained by the agitation brought about by Mr. Plimsol who, although considered a crank in these matters, has considerable knowledge of shipping in all its branches.

The bill lately brought before Imperial Parliament through the interference of the Marine Insurance Co. of Canada will have a good effect as far as the fitting up of the vessels engaged are concerned. The further management while on board, in which a vast difference is to be found, in the captains employed, some of which take every pains during heavy weather so often encountered. By laying too for a short space of time, or changing the course of the vessel, a whole cargo may often be saved from disastrous loss. Parliament is the only body that can deal with matters of this kind, and it is only through bringing these measures before the House that the representatives of the farmers that advantageous changes can be made.

The same is also true of our railway accommodation; in the hurry of loading at the different ports each of the railway tracks should in all cases run close up to the wharfs, and cattle yards and sheds situated as near as practicable. The bulk of Canadian cattle are shipped in the hottest weather, and driving cattle a distance before loading on shipboard, not only occupies a lot of valuable time, and entails unnecessary expense, but the cattle are heated to such an extent that when subjected to their allotted space on board the heat is almost unbearable, and the cattle are in bad shape at the very outset, and in anything but a proper state to commence their voyage across. This trade deserves the best accommodation that can be accorded to it. Millions of money annually, and the welfare of the whole of our farming operations, depend on fostering this industry. Canada has the inside track if those in authority choose to keep it. Further relief is necessary, in order that the detentions that several cargoes have already been subjected to on their arrival at British ports, thereby discouraging and crippling those engaged. That there is not the slightest trace of infectious

disease among our cattle is to be accounted for by the stringent quarantine measures, that, although irksome to those that are importing, are perfectly necessary to the life of the export trade. Our cattle are steadily gaining ground and becoming more popular in British markets, and too much attention cannot be paid to assisting those who are engaged in this commercial work.

Manitoba Notes.

The Winnipeg Free Press, of the 15th inst., speaking of the Manitoba crops, says:—"There is every promise of a yield even more abundant than that of last year. A pleasing feature is the steady growth of the areas under cultivation, indicating an equally steady growth in population and an abiding confidence in the country by the older settlers."

The June excursions to Manitoba, to enable Ontario farmers to see the country for themselves, were very largely patronized. Other excursions will likely be run in August.

Notwithstanding the McKinley Bill, with its prohibitory duty, the area of barley in Manitoba has increased 36 per cent. over last year.

Bulletin No. 28 of the Manitoba Department of Agriculture was issued on the 15th June. The total acreage put under crop this season is shown to be 1,350,201 acres, being an increase of 267,407 over that of 1890. Of this increased area 170,707 acres are devoted to wheat, 70,110 to oats and 23,793 to barley.

The areas of land under cultivation in Manitoba this year, compared with last, is as follows:

	1890.	1891.
Acres under wheat.....	746,058	916,664
“ “ oats.....	235,534	305,644
“ “ barley.....	66,035	89,828
“ “ peas.....	1,170	555
“ “ potatoes.....	10,812	12,710
“ “ roots.....	7,977	9,351

The Tolton Pea Harvester.

As years roll on many changes and vast improvements in the methods of handling the different crops are yearly brought before the public. Pea pulling by hand was a quick enough way of getting through with harvesting this crop when the cradle was the most expeditious implement used in cutting the other grain crops. The horse rake of different builds was thought greatly in advance of the scythe, but now in the Tolton Pea Harvester the Canadian farmer has an implement that will not only cut all around the field, but where peas are grown for canning the machine will cut them green. When the land is properly prepared by rolling no more trouble is experienced than in cutting any other crop, and less waste than by any other mode of harvesting.