

AUSTRALIAN FROZEN MEATS

Writing to Trade and Commerce Weekly Report for March 7th, D. H. Ross, commissioner at Melbourne, says: The returns of exports of frozen meat from the Commonwealth during 1909, indicate that shipments of mutton amounted to 1,633,042 carcasses, or an increase of 649,638 carcasses, equivalent to 67 per cent. over the previous year. Shipments of lamb, however, showed a decrease of 108,809 carcasses, or nearly 8 per cent. Exports of beef amounted to 390,626 quarters, an increase of 156,527 quarters, or over 66 per cent.

The following is a comparison of Australian frozen meat exports for the past four years:—

	Mutton	Lamb	Beef
	Carcase, &c.	Carcase, &c.	Quarters
1906	1,160,272	1,293,804	294,392
1907	1,318,957	1,347,456	308,114
1908	983,404	1,379,260	234,099
1909	1,633,042	1,270,460	390,626

Out of last year's totals, nearly 92 per cent. of the mutton, 98½ per cent. of the lamb and 75 per cent. of the beef were shipped to the United Kingdom. Regular shipments of comparatively limited extent are being made from Australian ports by the mail steamers to Vancouver.

CLYDESDALE IMPORTATION

A shipment of 59 Clydesdales was received recently at St. John, of which 34 head came West. J. D. Simpson, Moose Jaw, had 27, three males and the remainder females. One of the outstanding animals was Prince Minoru (15343), by Hiawatha (10067), out of Nemo, by the Cawdor Cup champion Prince Alexander (8899). A five-year-old horse was by Baron Afton (11255), and a two-year-old colt was by Abbey Fashion (12793). Among the females were gets of Royal Fortune (10432) and Fortune Still (9752). Several were by Allandale (12418), one of the fillies being out of a mare by Prince Thomas (10262). A well-bred filly was by Royal Favourite (10630), out of a mare by Baron's Chief (10971). A pair were got by the Glasgow premium horse Casabianca (10523), a notable son of Baron's Pride (9122). Several were by Everlasting (11331), and two were by Hapland's Pride (13515).

J. G. Kennedy, Lyleton, Man., had seven head. In his lot was one colt Scottish Crest (13182), champion stallion at the Highland and Agricultural Society Show at Peebles in 1906. The dam is a good mare, by King of the Roses (9927), which won at Perth when the great show was held there. The fillies are thick, well-ribbed, short-backed, draught types, got by Baron Mitchell (10688), Sir Ronald (10464), Blacon Sensation (12487), Urieside (11569) and Lookout (12213).

Scottish Clydesdale circles have been agitated lately over a question of the ownership of Baron o' Buchlyvie, one of the most noted sons of Baron's Pride. Baron o' Buchlyvie was owned jointly by James Kilpatrick, Craigie Mains, and William Dunlop, Dunure Mains. It appears that when the partnership of the owners in the horse was dissolved some time ago it was not jointly understood that one partner had purchased the other's interest in this noted stallion. The court decided in favor of Mr. Kilpatrick. The action was to collect £2,000 taken to be the plaintiff's half interest in the stallion. At this price Baron o' Buchlyvie is valued at \$20,000 by his owners.

IOWA DAIRY SPECIAL

Agriculturists in Iowa indicate their enthusiasm over the dairy industry by equipping a special train and making a tour of the state to conduct an educational campaign. This train covered 2,000 miles and addresses were delivered, it is estimated, to 50,000 people. Dairy Expert Hugh G. Van Pelt gives the following report of the campaign:

On Thursday evening, March 10th, there arrived at Burlington, Iowa, the most-talked-of special train ever run over Iowa railroads, or railroads in any part of the United States. A 2,000-mile trip over the Burlington lines in southern Iowa has been completed by the special dairy train, run under the auspices of the Iowa State Dairy Association. Iowa has 550 creameries,

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1,500,000 dairy cows, 110,000 creamery patrons and ships away 110,000,000 pounds of butter every year. But those creameries could turn out twice as much butter if they had the cream. Those patrons could furnish twice as much cream if they had better cows and cows might do twice as well as they are now doing if they had the right kind of feed and care.

These are things the Iowa State Dairy Association believes are greatly hindering dairying, and this organization is bending every effort in correcting the troubles. A campaign to create interest in and to improve dairy cattle and dairy methods is under way. The keynote of the argument on this special train has been, not necessarily more cows, but better cows, healthier cows and better feed and care. While it is true that there are a million and a half cows in Iowa, it is also true that at least one-third of them are not producing enough butter-fat to pay for the feed they eat. And while it is true that if the cows the farmers of Iowa are milking now were of the dairy type they would pay their owners much more profit, it is likewise true that these same cows, little as they are adapted to milk production, might even become quite profitable if given a chance.

The educational work in dairying under the direction of the Iowa State Dairy Association, was taken up most vigorously in southern Iowa, for the reason that only 25% of the butter produced in Iowa is made in the southern part of the state, while that section, by reason of its climate and other natural advantages, should be the garden spot of the world for dairying. That 20,000 people the number that were reached by the special corn train, should listen to the gospel of profitable dairying, as preached from this dairy

train, would possibly be as much as could reasonably be expected. If 25,000 people should visit the train and hear the speakers that would be success in a gratifying degree, but to have talked to 50,000 people in 105 towns in southern Iowa and poured into their eager ears and shown to their inquiring minds and searching eyes the real truths concerning, and the unlimited possibilities of profitable dairying, has astonished the world and broken all records of special educational trains of this character and satisfied the Iowa State Dairy Association that its campaign is already a success. At no stop has there been less than a hundred farmers and the attendance ran as high as twelve hundred.

At first the lectures were delivered in the two lecture coaches, but before the journey was three days old the news of the success of the dairy train had spread ahead. The crowds had increased beyond the accommodation of the coaches and for the remainder of the trip, from the car doors.

So great was the interest in this work and so important was it considered, that in every town the business houses were closed, the schools dismissed and the country people for miles around joined with the town folks in absorbing the real truths with reference to successful dairying, as told by the enthusiastic and practical experts upon the train, who have made this work a life-long study. In many towns the train was met by brass bands, the blowing of whistles and the cheering of the people. As the dairy special pulled out of each town, there were many questions still unanswered because of the lack of time and enthusiastic requests for one, two and three day dairy meetings later on. In the evening the stereopticon was used to throw upon the screen photographic views of good

and bad in dairy cattle, dairy barns and dairy utensils and to emphatically impress the difference between them. During almost the entire trip, the country roads were nearly impassable, but at every stop among the crowd there were to be found at least a score of farmers who had driven, come on horseback or had walked ten or fifteen miles, through a foot of sticky mud to see the train and to hear the expert speakers.

The train was in charge of Prof. Hugh G. Van Pelt, State Dairy Expert, for the Iowa State Dairy Association, and the speakers, cattle and dairy equipment were furnished by this organization. The assembling of the train, which was composed of an engine, an arms palace car, a baggage car, two large finely-equipped audience cars, a large, handsome private or hotel car, thoroughly equipped for the accommodation of the lecturers, who lived on board this train for three weeks, required no end of careful thought and consideration, as well as the selection of the speakers, which made it a success.

On board this great special dairy train and actively engaged in the demonstration and lectures delivered from the train were the following: Hugh G. Van Pelt, of Waterloo, Iowa, who is undoubtedly the best informed man on selecting and the feeding of dairy cattle in the world; Dr. David Roberts, of Waukesha, Wis., former state veterinarian, who gave the farmers an opportunity of asking any questions pertaining to live stock diseases; E. R. Shoemaker, Waterloo, Iowa, chairman of the legislative committee of the Iowa State Dairy Association, who addressed the people on the possibilities of dairying in Iowa, and a hearty supporter of this campaign of education; H. F. Luick, of the Dairy Husbandry division of the Extension Department, Iowa

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