

FARMING

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A Permanent Embargo.

The bill before the British House of Commons to make the embargo on cattle and sheep a permanent one, thus compelling the slaughter of all cattle and sheep at the port of entry for all time to come, will probably become law in spite of the opposition of the Scottish members to it. The Irish members will, of course, vote for it, as the Irish cattle will largely benefit by the exclusion of all outsiders, and many of their store cattle will be required for feeding purposes in Scotland and England, now Canadian stores are shut out. We never had any great hopes from the beginning that the embargo would be removed, knowing the important influences at work in England and Ireland to compel its maintenance, and, therefore, have always urged that Canada should adapt itself to the new state of affairs as being permanent. Now that there is every probability of the bill becoming law, we shall, at least, have the satisfaction of knowing where we stand, and we can adjust our methods accordingly.

Live Stock Freight Rates.

It is doubtful if there is anything that the Canadian railway companies have done of late years which will work more disastrously against the interests of the stockraisers than the new classification of live stock in small shipments which was inaugurated at the new year. The new rates can only be defined as most outrageous, and are, naturally, calling forth the condemnation of all those affected thereby. To classify a colt or calf at six months old at 4,000 lbs. shows that those who arranged this classification either knew very little about the weights of animals at various ages, or else were so determined to make up for unprofitable through rates by taxing local traffic that they cast conscience to the winds. Would that we could get horses and cattle to reach those weights at one year old! Our farmers would make more money at the business of stockraising.

We are aware that the railway companies claim that an entire car has to be reserved for a single animal, and that, in consequence, the former

rates were unremunerative; but, in a large number of cases, the car used for conveying the animal has been one that had been shipped with freight to the station whence the animal was sent, and would, if not used for carrying it, have had to have been hauled back empty to some central point. In such cases, surely, there was no loss to the companies. In other cases the car used for collecting local freights has been used. We do not see why this local car should not be generally used, by employing a movable partition such as Mr. T. C. Patteson suggests in a letter to the *Toronto Globe*. When the animal has to be transferred to a branch line, the attendant in charge would merely have to remove it from one local car to another. Of course, we can expect no assistance from the railway companies in this matter. They will passively look on and reject all suggestions; but if all interested in stockraising will unite and compel their representatives at Ottawa to bring pressure on the government to remedy this evil, something will be done. Among other points, it remains to be seen whether the railway authorities have the right to raise their charges without referring them to the government at Ottawa. This question needs thorough investigation in the interests of agriculture.

Cheap Rates for Farm Produce.

The question of cheaper rates for home farm produce has been agitated for some time by the British farmer. Exposed, as he is, to competition in what he produces with all parts of the world, the freight rates charged by the home railways compared very unfavorably with those charged on produce brought from outside places, on which a cheap through rate was paid. The excuse offered by the railway companies for this discrimination was that the larger quantities of foreign goods handled at one time enabled them to load and unload cars more cheaply than where (as was usual) local shipments were made in smaller quantities. It was also pointed out by them that foreign produce was nearly all shipped in packages easy to be handled, a thing which