

FARMER'S ADVOCATE

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The Farmer's Advocate!

And Home Magazine.

PUBLISHED MONTHLY BY WILLIAM WELD.

(Directed according to Act of Parliament of Canada, by WILLIAM WELD, in the office of the Minister of Agriculture and Statistics, at OTTAWA.)

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TO SUBSCRIBERS:

TERMS.—\$1 per annum, postage paid; \$1.25 when in arrears. Single copies 10 cents each.

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TO ADVERTISERS:

Our rates for single insertion are 20c. per line—\$2.40 per week, space of newspaper (a line consists on an average of eight words).

Manufacturers and Stock Breeders' cards inserted in "Special List" at \$1 per line per annum.

Condensed farmers' advertisements of agricultural implements, seeds, stock or farms for sale, or farms to let, not to exceed four lines, 50c., prepaid.

Advertising accounts rendered quarterly. Advertisements, to secure insertion and required space, should be in by 20th of each month.

The Farmers' Advocate

EXHIBITION NUMBER.

WILL BE ISSUED ABOUT THE

Fifteenth of September, 1877.

•••	The Edition will be	700
•••	50,000 COPIES	700
•••	and will be carefully circulated among	700
•••	the leading Farmers of Canada,	700
•••	through the mail and at the leading Ex-	700
•••	hibitions of the different Provinces.	700
•••	Every subscriber to the ADVOCATE will	700
•••	receive a Presentation Copy; and any	700
•••	subscriber desiring a copy for a friend,	700
•••	can drop a postal-card with full address,	700
•••	and we will be cheerfully forwarded.	700
•••	Farmers, Manufacturers, Stockmen and	700
•••	Merchants are requested to consider the	700
•••	UNPARALLELED ADVANTAGES of this num-	700
•••	ber as an advertising medium.	700
•••	Circulars, with rates, etc., sent on ap-	700
•••	plication to this Office.	700

MAGNIFICENT CROPS,
LIBERAL ADVERTISING,
AND MAMMOTH PROFITS.

On the Wing.

We know that many of our friends in the townships and counties near to our office may consider that we are not doing our duty by not visiting them or their localities, but we deemed it our duty on the completion of the last ADVOCATE to take a trip to the Province of

QUEBEC.

This province appears like a foreign country. The customs and habits of the people, the ruling power, the language, &c., &c., are quite as striking to us as the difference between England and France. The farms are very long and very narrow, in many instances running two miles in length, and only one row would be width. There has been but very little progress made in the improvement of the farms,

buildings, roads and schools since our first view of this country, between 30 and 40 years ago. No farm waggons are to be seen; one-horse carts are used for every purpose. The plows, cultivators, threshing machines and all farm implements are of the cheapest and most simple kinds. The farmers are far more economical than in Ontario.

On reaching the city of Montreal, we select the American Hotel, because farmers, horse buyers, and cattle men assemble here. This appears to be the principal horse market in this city; horses are continually brought into the yard, and purchasers are there buying at all times. Mr. Robert Miller, of Whitby, was here with fifteen horses, principally heavy draught. He is about to make his first shipment to England; if he finds it remunerative he will repeat the shipment with increased strength. We go to the wharf and see the

STEAMSHIP "ONTARIO"

loading. Cheese and butter are being stored in her hold; horses are being led into a box, then raised up the ship's side, and then lowered into the hold of the ship; cattle are being driven on board and tied in rows, having sometimes a partition between two; sometimes six or seven stand without partitions. The horses and most of the cattle looked well. The cattle were principally from the States. The shippers had hired a certain space in this vessel, and were loading it about as they chose. There were 90 head of poor, thin, bony, miserable looking steers, oxen and cows; the beasts were crowded into small space in a most uncomfortable manner; this lot of cattle was a disgrace to be seen. We cannot conceive where they could have been found—old, worn-out, poor oxen; steers spring-poor, such as we have seen shivering against a rail fence in the spring, when the straw has been all fed, and no hay or grass for them. On seeing this stock being shipped, we thought it was high time that inspectors should be appointed to say what should be sent out of our country. The sight of such a miserable lot of cattle being sent disgusted us. They could not have been found in western Canada; it was a shipment of live bones and hides. It is the shipment of such stuff that does the Dominion an injury. The Government should not allow such stock to leave our shores, especially packed in such an uncomfortable manner as they were on board this ship. We expect to hear of the death of many of them, and for the welfare of our country it would be best if they were all dropped in mid-ocean.

We were informed that 315 head of cattle, 15 horses, about 120 sheep, and a lot of hogs were shipped in this vessel and that this was the largest load of live stock ever taken from Montreal in one vessel. We also heard that a shipment of live turkeys had been made.

We met Mr. William Miller, of Pickering, in this city. He had been to New York and Boston for the purpose of making arrangements for the shipment of 700 head of fat cattle. He found he could make better arrangements here. The sundry

expenses, charges and obstructions were greater in the States than in Canada. The

CANADIAN PORTS ARE PREFERRED TO AMERICAN PORTS.

The cattle that he is about to ship are owned by J. D. Gilbert, of Elkhorn, Ill., U. S. Mr. Gilbert is an extensive farmer; he owns twelve thousand five hundred acres, twelve thousand of which are fenced in; he raised four thousand four hundred and fifty acres of corn this year. He keeps four thousand head of cattle. Mr. Miller informs us that they are much larger cattle than those we have in Canada, that they will average 1,750 lbs. each. They are of a different breed, having a dash of the old English long-horn in them.

COST OF SHIPPING STOCK.

The present rates of freight are much lower than they have been for many years; in fact, the shipping interest has suffered during the hard times just as much as any other branch of business. The cost of shipping a horse to England is \$50 for passage and \$10 for fitting up the stall. Each horse's stall is fitted with a windlass to sling the horse in case of a storm or rough weather. No duty has to be paid in England, but the commission men there have a fee of 5 per cent.; this 5 per cent. has to be paid if the horses are sold out of the stable or sold at public auction in Liverpool. The insurance on stock from shipwreck is 55 cents on \$100. The shipper finds feed for his stock, on which he pays no freight. A free passage is given for one stockman to every ten horses, or one for every twenty head of cattle. The herdsmen have to pay their own fare back. The cost of shipping cattle is \$25; sheep about \$2 per head. It is necessary to make arrangements beforehand; for instance, Mr. Miller could not get vessels to ship his cattle for one month. Some of the larger shippers at Montreal were very reticent in regard to giving information regarding freights, &c., and did not wish such information to be published. One of them said to us: "We have opened a business and wish to make something out of it." We obtained our information without thanks to such.

We went to the office of our Canadian steamship king, Sir Hugh Allan. He was pleased to give us any information, and said he would not freight his mail line of steamers with live stock. He would only take a few in the fore part of the vessel. If necessary, they would construct vessels expressly for that trade. His Glasgow Line he now uses for stock; the Allan Line is now preferable for passengers and the shipment of butter, cheese and grain. The Dominion Line is now preferred for shipping cattle, as Allan's vessels only carry large quantities of stock to Glasgow. The Ontario line of steamers runs to Liverpool, which is considered a better stock market than Glasgow.

WE WENT TO THE

FINE FARM

of the late Sir W. Logan. It is farmed by Mr. Thos. Irving. On this farm we saw a fine field of