

can be greater than its rural population." Now, if this be true, and we believe it is, then it becomes very important that our rural people should be an educated people. Let us, therefore, as rural residents, teachers, inspectors and legislators, unite to raise the standard of our rural public schools. W. H. KIPP.
Oxford Co., Ont.

[Note.—If our correspondent will turn up and re-read the editorials in our issues of July 11th and 18th, 1907, he will find that "The Farmer's Advocate," so far from being "loud in praise" of the agricultural high-school classes, took very moderate ground, warning against high expectations, and pointing out that the work of rural-education reform should commence in the common schools. While giving full publicity to the agricultural-high-school movement, welcoming it as a hopeful sign of the trend of educational opinion, and urging farmers to give it encouragement and support, we said nothing editorially about local grants. We pointed out that the programme mapped out was over-ambitious in what it promised its students. Time has confirmed this impression, although we still believe that farm boys attending any of these high schools will find it decidedly to their advantage to take the agricultural courses offered thereat.—Editor.]

CANADIAN PONY SOCIETY.

At a meeting in Toronto, on Oct. 23rd, the directors of the Canadian Pony Society appointed President W. J. Stock, Secretary H. J. P. Good and H. M. Robinson a committee to take up the matter of registration before the Record Board at Ottawa, and complete all the necessary arrangements for the incorporation of the Society. Twenty-five dollars was voted as a donation to the Ontario Breeders' Show, to be held in Toronto, on Feb. 12, 13 and 14. R. W. Davies, Robert Miller and Robt. Major were named as judges at the Breeders' Show. The President was appointed representative to the National Exhibition Association.

CALENDAR OF SHORT COURSES AT O. A. C.

Just to hand is an illustrated calendar of the special short courses to be put on this winter at the Ontario Agricultural College. The two weeks' course in live-stock and seed judging will commence January 14th, 1908. The special winter poultry course will commence January 14th, and continue till February 8th. (On account of limited accommodation, attendance in this class will necessarily be limited to twenty-five.) At the conclusion of this course, the annual Poultry Institute or convention will be held. For those interested in fruit-growing, but unable to attend the regular 2 years' or 4 years' course, a short course will be held from January 27th to February 8th. The dairy courses are as follows:

1.—Dairy School, for Factory Cheese and Butter Makers, and the Farm Dairy for men and women on the farm, opens January 2nd, and closes March 28th, 1908. The Factory Course will be strictly limited to those who have had at least one season's experience in a creamery or cheese factory. Students without factory experience will be required to take the Farm Dairy Course.

2.—Course for Dairy Instructors begins March 31st, and ends April 4th, 1908.

3.—Summer Course for Butter and Cheese Makers, or for those who wish to learn the business, including the pasteurization of milk and cream, begins May 1st, and ends September 30th, 1908.

No entrance examination is required for any of the short courses, and no fee is required for any from residents of Ontario. For non-residents, a fee of \$5 is required for the dairy school. There is practically no cost, except railway fare, board and ordinary living expenses. Write for calendar of short courses to President G. C. Creelman, O. A. C., Guelph, Ont.

THE LATE ISAAC DEVITT.

The late Isaac Devitt, of Freeman, Halton County, Ont., who died last month, was born in 1837 on a farm, now the site of the thriving town of Waterloo, Ontario. His father, the late Barnabas Devitt, was of Irish descent, having come from Ireland to New Jersey, and subsequently to Canada in 1812.

Starting out for himself in 1862, the subject of this sketch settled with his bride on a farm on which the greater part of the village of Floradale, Woolwich Tp., Waterloo Co., is now built. The first years were spent in clearing up the land, after which his attention was turned to improving his stock. For a number of years he bred Cotswold sheep, with marked success, his show flock always carrying off a large share of the premiums at local fairs. Soon a colt or two accompanied the sheep on their triumphal round of the fairs. A favorite mare that had well endured long trips in teaming, bred to a Clydesdale horse, produced the foundation of one of the best families of the present stud; her grit, stamina and endurance being transmitted to her offspring, which also combined size, inherited from the sire. In 1888, the quality of the stud was further improved by the addition of an imported Clydesdale mare, winner of first and sweepstakes at Toronto that year. Her blood now largely predominates in the animals of the stud. Commencing in 1892, representatives of the stud were shown at Toronto for ten successive years, always leaving the exhibitor clear of expense. The unfortunate death in

March last of the elder son, Mr. M. E. Devitt, so upset the father that he decided to retire from business, and, accordingly, on Sept. 11th last, he disposed of his valuable farm, and immediately succumbed to a paralytic stroke, expiring on Sept. 16th, without having regained consciousness. He is survived by his mother, now nearly ninety-six years old, still hale and hearty, four brothers, two sisters, also the widow, one son and two daughters.



The late I. Devitt, Freeman, Ont.

CONSOLIDATED SCHOOL AT GUELPH.

The Macdonald Consolidated Public School, located near the Agricultural College, Guelph, is being continued under a new arrangement, with four of the original school sections, one, by consent, having been permitted to retire. Owing to the heavy cost of conveyance of pupils to school in the covered vans, four of the sections had voted to retire, but it was found that they could not legally do so at the time anticipated, as the present consolidation must be maintained till the end of 1907. Under the new conditions, the Macdonald Fund furnishes \$1,200 per year, and the Ontario Education Department duplicates the grant. This is conditional on manual training, domestic science and nature study receiving emphasis, as before. The sections furnish the remainder of the cost of maintenance. One teacher was dropped, reducing the staff to six. Three vans now do the work previously performed by six, at a reduction in cost of about \$6.00 per day. By the secession of S. S. No. 1, the cost of two vans was saved. There appears to be a strong opinion as to the superiority of the educational training given, such as was not practicable in the old one-room schools, and to the comfort of the scholars, but the increased taxation is the sticker. At present there are about 170 pupils on the roll, and the percentage of attendance about 89. At midsummer 18 pupils secured High-school Entrance-examination certificates. It is understood that, even should some of the sections retire at the end of the year, the section in which the school is situated and another near-by would continue the school, with an attendance of 100 pupils. The school is under the principalship of Mr. E. A. Howes, who has been in charge since September, 1906.

THE PRICE OF CARELESSNESS.

The Michigan Central Railway having pleaded guilty, on indictment of neglecting reasonable precaution in the case of the explosion of a car of dynamite at Essex station on August 9th, 1907, has been fined \$25,000. In addition, claims against the company, paid or certain to be paid, amount to \$11,000. Unadjusted claims amount to \$50,000, and damage to the railroad company's property \$4,700, making the total cost of the wreck to the company \$90,700. In imposing the fine, Mr. Justice Riddell stated that, "This fearfully dangerous substance was shipped with no more care and precaution than a carload of potatoes. I have always thought (and the more I think of it, the more I am sure I am right) that if it were made more costly to railway companies and others to disobey than to obey the law, offences against the law would be much diminished. The company, so far as appears, took no care whatever to have the employees instructed in the handling of such materials, and knowledge of that character does not come by instinct."

FORTHCOMING SHOWS.

Nov. 30 to Dec. 7, International, Chicago.
Dec. 9 to 13, Ontario Winter Fair, Guelph.
Feb. 12 to 14, Ontario Horse-Breeders' Show, Toronto.

DECLINE OF OCEAN FREIGHT RATES.

The causes of the marked decline in ocean freight rates during the last thirty years are explained in bulletin No. 67 of the Bureau of Statistics of the Department of Agriculture, prepared by Frank Andrews, Assistant Chief of the Division of Foreign Markets, entitled "Ocean Freight Rates, and the Conditions Affecting Them," which will be issued in a few days.

Instances of great reductions in ocean freight rates are noted in the case of grain, provisions and cotton. In 1876 wheat was carried from New York to Liverpool for an average of 16.8 cents (gold) per bushel, and the rate in 1906 averaged only 3 cents per bushel. On salt beef the mean rate from New York to Liverpool by steamers was \$1.42 per tierce in 1876, while in 1906 it was but 54 cents. The average ocean rate charged thirty years ago on wheat from San Francisco to England was more than double the present rate. Reductions in the case of cotton rates were also large, amounting in twenty years to more than 50 per cent. in a number of instances.

LINERS AND TRAMPS.

The causes of reductions in ocean freights are largely connected with the increase in size of ocean vessels and with economies in the handling of ships and their cargoes. Ocean vessels may be divided into two classes, liners and tramps. The first consists of ships belonging to a regular line; that is, a group of vessels plying over the same route, voyage after voyage, and having more or less regular times of sailing. Vessels of the second class, commonly called "tramps," have no regular routes or times of sailing, but go from port to port seeking cargoes, usually for a single voyage at a time. Both liners and tramps are now built much larger than in former years. The cargo of a tramp ship not infrequently includes the product of 15,000 acres of average wheat land, or the cotton yielded by twice that area, and it would take two such cargoes to fill the hold of one of the larger freight liners.

CARGO SPACE.

The cost of operating a ship does not usually increase in proportion to its size, while the earning power does increase with every additional unit of cargo space. The vessel of 10,000 tons' dead-weight capacity does not necessarily have twice the operating expenses of a vessel of 5,000 tons, but the earning power of the larger vessel may be double that of the former. The big ship may reduce rates by 25 per cent., and still earn a larger percentage of profit than its smaller competitor. This applies especially to vessels of similar construction engaged in similar traffic.

WESTERN SITUATION IMPROVES.

Late reports from the Northwest indicate that, on the whole, the farming and general business situation is steadier and more confident than a couple of months ago. Manitoba claims rather better crops than Saskatchewan and Alberta, the total of wheat being estimated at from 50,000,000 to 60,000,000 bushels, but a great deal of this will grade low because of frost. All through the season was late, every month the weather being described as "askew," compared with late years. While some districts have had good crops, with yields up to 25 bushels per acre, others have fallen distressingly low. A great deal of threshing has been completed, but the deliveries of wheat have been slow, so that the effects of marketing have not yet been appreciably felt. The other crops correspond approximately with the wheat, but as is the case in Eastern Canada, prices for everything in the Western region are abnormally high, so that farmers will come out fairly well financially. Railway construction is distributing money in the country, by the employment of labor and purchase of materials. A considerable decrease in immigration into the West this year is reported, and the speculation mania has subsided. People in the towns are settling down to legitimate business, instead of trying to get rich by the turnover of pasture lots, and the season's experience will result in more and steadier farming and less section-buying. The banks are still disposed to hold their funds at high rates, generally claiming that capital is insufficient for the demands of business.

ENSILAGE CORN AT MACDONALD COLLEGE.

The 23-acre ensilage-corn crop at Macdonald College farm, St. Anne de Bellevue, Que., was the best seen this year, in the course of a trip from London to Halifax. In the harvesting, each load was weighed as it came from the field to be siloed, and the average weight per acre was 17 tons. The average yields of the different varieties of corn were: Mastodon, 18 tons 1,200 pounds; Leaming, 17 tons; Longfellow, 15½ tons. Two hundred and ninety-nine tons were put into one silo, and 89 tons into another. The corn, which was well-cared and fairly well matured, will prove a great boon in carrying over the dairy herd, since, owing to the loss by fire of the barns, and the hay and grain stored, all the feed required, except ensilage and roots, will have to be purchased at high prices.