

# FARMING

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## FARMING

AN ILLUSTRATED WEEKLY JOURNAL DEVOTED TO FARMING AND THE FARMER'S INTERESTS

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Representative for Great Britain and Ireland, W. W. CHAPMAN, Fitzalan House, Arundel St., Strand, LONDON, ENG.

## FARMING AS A WEEKLY.

The world moves. This is an age of progress. When two years ago we changed *The Live Stock Journal* to FARMING, we thought we had taken a step forward that would do for some time. We saw that what the country wanted was a publication that should represent our agricultural industry as a whole. Every farmer is a stock raiser. Every stock raiser is a general farmer. Farming is the employment of seven-tenths of the people of the country. We determined to identify our journal with all the interests of this great industry, and we therefore gave it a name that denoted this identification.

The result has shown the wisdom of our action. Our circulation has greatly increased. Our advertising patronage has about doubled. To day FARMING stands as the accredited representative of what is best and most progressive in Canadian agriculture from one end of the Dominion to the other.

Especially has our last year been encouraging. The friends of the paper have rallied round it, and its position to day is a proud one.

The success that has rewarded our past efforts has determined us to take a further step—one which has been often urged upon us. We have decided to publish our paper as a weekly. Hereafter FARMING will be issued every Tuesday throughout the year.

The reasons for this change are numerous. Connected with so vast an industry as agriculture there are many topics constantly coming forward that need immediate notice and discussion. In a monthly publication it was impossible to treat of these at all. We shall now give them the consideration their importance merits.

In addition we shall be able as a weekly to give proper attention to the markets. Indeed we shall make of our market reports a special feature. Our aim will be, not only to report current prices, but to give plain and practical information that will enable every man who has farm commodities to sell, to judge of the general trend of market values, whether upwards or downwards.

We are commencing in a humble way, but we confidently point to our past performances as evidence of what our subscribers may expect from us in the future. In respect to amount of reading matter, we may say that our readers will obtain considerably more than one half as much more in the course of the year for the same money than what they would have got had we continued the month-

ly form. This in itself means enterprise. And we promise that the *quality* of the reading, its timeliness and its usefulness, will be superior to what it has ever been.

We trust our subscribers will show their appreciation of our efforts by continuing their own patronage and by individually recommending FARMING to their neighbors and friends. We shall still continue our standing offer to send the paper for a year *free* to any present subscriber who will secure for us two new subscribers. We trust our readers will one and all take advantage of this offer and thus double or treble our circulation at once.

## TOPICS OF THE WEEK.

### The World's Wheat Crop.

The world's wheat crop for this year is short. The crop for this continent, however, is much above the average. It is computed that the crop in North America for 1897 is about 100,000,000 bushels greater than for 1896. This means that perhaps for the first time in history the American wheat crop will play a big part in fixing the price. There is another consideration too that should give some encouragement to the American wheat grower. For some years he has been having a hard time of it. While about his only market was England, he had to meet there a tremendous new competition from Russia, Argentina, Northern India, and elsewhere. Asiatic countries were not his customers at all. Things are now changing. Both China and Japan are beginning to buy wheat flour from America. It is estimated that last year (July 96 to June 97) flour equivalent to 4,500,000 bushels of wheat was purchased by those countries from this continent, and this trade is just in its beginning. The taste for good bread, when once it has been formed, is one that never dies out. China and Japan will be as good customers as England for American flour before a quarter of a century has elapsed.

### The Atlantic Cattle Trade.

Director Plumb, of the Indiana State Agricultural Experiment Station, has been making a trip to England on a cattle steamer to see for himself how the cattle are treated in the transit and what the actual conditions of the export cattle trade are. He chose for his passage the *Georgic* of the White Star Line. Of course the *Georgic* is one of the best cattle ships afloat, having been built scarcely two years ago. But Mr. Plumb thinks the conditions of the ocean passage for cattle on other ships can be generally but little different from what they are on the *Georgic*. The *Georgic* is a large and powerful vessel, having a freight capacity of 18,000 tons and engines of 5,000 horse-power. But her coal consumption is only 85 tons a day as compared with the 500 tons a day required by the "fast" Atlantic liners. Her trips of course take each a little longer than those of the fast liners, but the saving in expense for coal is enormous! This saving of coal greatly lessens the freight rates charged for agricultural products. We confess that it is this sort of vessel we should like to see our Canadian Government encouraging rather than the sort it is putting its money down on. Mr. Plumb says that all the stock are handsomely cared for. No need for a humane society on board the *Georgic* cattle-ship at any rate. Even the men in charge of the stock say that nothing pays so well as to be gentle with cattle. The health of the stock is generally good. But cattle stand the rigors of the voyage

much better than horses. The death loss on cattle on board the *Georgic* had been only eleven head out of nearly twenty-three thousand taken across! The horses that suffer most are the Western *corn-fed* horses. Horses that are used to the hard grain ration of the Eastern States or Canada stand the voyage well. Sick animals are carefully attended to, and are given medical treatment, extra stall room, extra blanketing, etc. Such are the conditions on board this particular vessel which, of course, sails from New York. We believe that the vessels that sail from Montreal and cater especially to the Canadian trade are as careful of the health and comfort of the stock they carry as the White Star Line. If not they ought to be. Even the slightest reason should not exist why a shipper should prefer to ship from New York rather than from Montreal if Montreal is geographically as convenient to him as New York. We should, however, like to hear from some of our readers who have had practical experience in the matter whether the advantages afforded by our Canadian lines are equal to those described by Mr. Plumb. Mr. Plumb says that just now there is money in shipping cattle. The cost for delivery in car load lots from Chicago to Liverpool is about \$25 a head, almost equally divided between freight, insurance, etc., on the one hand, and food, attention, etc., on the other. A steer that brings \$60 in Chicago brings from \$90 to \$100 in Liverpool. There is, therefore, here a fair margin for profit to the shipper.

### Sheep in England and Scotland.

Director Plumb is writing a series of letters home giving the impressions made upon him in matters relating to farming, by his visit to England. One of his most interesting letters (published in *The National Stockman*), relates wholly to sheep. He says that sheep are to be seen in England and Scotland to an extent wholly unknown on this continent. That the sheep industry is a very large one in those countries is evident to every traveller who looks out of a car window. In cities and towns sheep graze on the commons. In the country nearly every farmer keeps a flock of respectable size. In the northern parts of Britain, where the climate is the more severe, the Black-faced Highland sheep is the more common breed. In the border districts it is the Cheviot or the Border Leicester that is most seen. No land seems to be too rough for these hardy breeds. Even on the sides of Ben Lomond, 3,000 feet above the sea, sheep graze numerously. In Ayrshire, where all the land is cultivated, every horseman or cattleman keeps his flock. In middle and southern England the flocks even of men who make a specialty of raising cattle run from one hundred to three hundred. The British farmer believes that sheep pay better than anything else. Even where land rents for as high as \$6 to \$8 an acre, it is profitable to let the sheep have what land they need. One striking feature of British sheep-raising is the uniformity of the flocks. Even flocks that do not contain a single purebred animal have a uniformity of type scarcely less marked than that of purebred flocks. This shows that the breeding is definite. The sheep-breeder knows what type he wants and breeds to get it. The foddors used other than pasture are principally turnips, mangolds, oil-cake, rolled oats, pea-meal, and bean-meal. Oil-cake is the most popular concentrated food.

Mutton and lamb are much more popular in England than on this continent. This is a pity. One reason why mutton is not popular here is be-