

Maritime Correspondence.

The winter in southern New Brunswick and in most of Nova Scotia, though very cold in December, was favorable for getting the work done. The snowfall was light, and the sleighing was excellent for about three months. In northern New Brunswick and on Prince Edward Island the snow was very deep; high winds and drifting snow made it very unpleasant for out-door work. The farmers in the three provinces are feeling very seriously the pressure from the failure of the last year's crop. All kinds of feed for cattle are scarce; especially is this true in P. E. Island where they are not able to draw supplies from the mainland. Seed grain is very scarce, and it will be very difficult for some of the farmers to secure the required amount.

The Provincial Farmers' Association, of New Brunswick, met at Fredericton last month. There was a good attendance of farmers, and a fairly successful session. The Dairy Commissioner, Professor Robertson, of Ottawa, was present and added very much to the success of the meeting. There can be no doubt that the Professor understands what he is talking about. A resolution was passed expressing appreciation of the policy of the Minister of Agriculture in establishing a butter factory in New Brunswick and another in Nova Scotia. In the discussion on sheep the fact was brought out that nearly all the farmers who spoke on the question had been driven out of the business by the dogs killing their sheep. The dairymen's convention in Nova Scotia and the Fruit Growers' Association in the same province had the benefit of Professor Robertson's knowledge.

The Experimental Farm at Nappan, under the management of Col. Blair, has been very successful in fattening and selling a number of cattle this winter and spring.

The Nova Scotia butter factory will probably be located at Nappan, near the farm. The farmers are to put up the building, furnish the engine, and supply the milk, the government put in the balance of the plant and manufacture the milk into butter at a certain rate per pound. The spring at present promises to be late and cold. The large quantity of ice still in the Northumberland Straits tend to keep the temperature low.

Death of Mr. Francis Bach, of Onibury, Shropshire, England.

Mr. Bach, who has been prominent as a breeder of Shropshire sheep for many years, died at his residence at Onibury last autumn. He began breeding Shropshires as early as 1856, inheriting the work of his father, the late Mr. Philip Bach, whose flock was established in 1812, and as these were purchased in the very heart of the Shropshire breeding country, the flock lays claim to be one of the oldest in England, and has won numberless prizes at local shows, as well as at the Royal of England, and champion prize at the Smithfield Club Shows. The late Mr. Bach was not only an old and reliable sheep breeder, but also took an active part in public life, and shortly before his death received a tangible acknowledgment for services performed in the shape of a handsome souvenir, showing the appreciation of the people with whom he had been intimately connected. The flock will be carried on by his sons.

Get a high order of individual excellence with your fashionable pedigrees, and you will never strike a dull market.

Stock.**Another Breeder's Grievance.**

BY R. GIBSON, DELAWARE.

Recognizing the *ADVOCATE* as the *one* paper that will, in season and out of season, truly represent the farmers' interest, thoroughly independent, asking favors from no party, accepting none from combines or strong corporations, I appeal to you, sir, to use your interest on behalf of the stock breeder. We have now another grievance, which is that stock forwarded by rail must be accompanied by a man in charge. We have long and patiently paid railway rates in excess of any other industry, and now we are saddled with another burden sufficient to swamp any business.

I sold a bull calf, eight months old, to go to Indiana; I am now informed that a man must accompany him. This calf will be rated at from 600 to 1,500 pounds, and should he live to be four months older he will be rated at from 4,000 to 3,000 pounds, according to the railroad you patronize.

Now, why is it that a merchant can send a bill of goods by rail and pay for the number of pounds shipped, but a farmer has to pay for a fictitious amount? The railways will not take actual weight but one assumed by them. I should like to see the 4,000 pound animal, but they belong to another age. We don't have them, as the boys say. Not only is the weight far in excess of the actual one, but the rate per 100 pounds is first class, coming under the highest classification. These rules and regulations alter and change so often that it is hard to keep track, but you may depend when the change is made it is seldom in the interest of the shipper. Some official sitting in his office by a stroke of his pen can and does issue such a circular that paralyzes trade in a certain branch.

Now, sir, I would submit to you: (1) Can a railway company, as common carriers, make such arbitrary by-laws as to rate an animal at more than the actual weight? (2) Again, can they compel an attendant to go in charge of one animal? (3) If you answer yes to my second question, Can they compel a shipper, if the animal is crated, to pay more than the animal and crate combined weight, at the usual rate per 100 pounds, and if so crated can they refuse to carry unless accompanied by an attendant?

Now, if this attendant business were of any benefit to either consignee or consignor, all right, but he is a perfectly useless factor. Ninety-nine times out of a hundred he will never see the animal from the time of shipment until it reaches his destination.

I am surprised at this last edict. As common carriers the railway companies should recognize this fact, that Canada is an agricultural country, and that the agricultural interest is their interest—of the greatest value to them—and that could they in any way assist that industry they would in the end receive a great portion of the benefit themselves. Now how suicidal for a railway company to adopt such by-laws. Let them reflect that they are sifting industry and enterprise. I have lost a customer, the company a profitable occupancy of an empty car returning west, and my customer will probably retire in disgust and confine himself to using a scrub bull. He was intending to buy some Shorthorn cows should the bull suit. Now he will reason that if

he has to send a man with every calf sold he will go into no such business. Can you blame him? What would the merchant say if every bale of goods he sent out from his warehouse had to have an attendant? The English railway companies are more liberal and wideawake to their interests. They carry mares and cows, when shipped for breeding purposes, at ordinary rates, but they return them at nominal rates, so much do they appreciate the breeding interest. Now, Mr. Editor, can you wonder that there are Farmers' Alliances, or Patrons of Industry in the land.

[NOTE.—It appears the above rule applies to single animals being shipped into the United States, and no change has been made effecting animals shipped through Canada.—ED.]

The Registration of Swine.

BY HENRY WADE.

Read before the Swine Breeders' Association.

I have been requested to prepare a paper on the registration of swine, and in response would say that the Agriculture and Arts Association have been recording Berkshires ever since December, 1876, and now have over 3,600 pedigrees on hand; enough to print a large volume. A Suffolk record was also started about three years ago, but as yet only 50 pedigrees have been recorded. In May, 1889, an Improved Yorkshire record was begun, and we have now over 500 pedigrees, and they are increasing rapidly. I might also say of the Berkshires, that during the last two years fully one half of the 3,600 have been recorded, showing the demand there is at present for swine with pedigrees.

We are quite ready to commence records for Poland China, Chester White, or any good breeds of pigs; our fees are very low, 50c. each, we providing a certificate and sending blank forms for description of animals free, just one-half of what they charge for registrations in the United States. It is quite time that all swine exhibited at the larger shows should be recorded, and if all the breeds were recorded in this country there would be no difficulty in getting the exhibition associations to adopt the rules.

The Agriculture and Arts Association will be pleased to enter into an agreement with your Association whereby we can work jointly in the interests of swine breeders. I can as Secretary in a very short time double your membership by raising our fee to non-members to 75c. for each certificate instead of 50c. as at present. Our proposition is this: That for the registration fee of 50c. we will issue a certificate and print a book ready to be sold, the same as we are doing for the other associations.

If your annual fee was large enough you could present a volume free to each of your members and still have some money left for other purposes. Now to get at this. In my opinion there are two ways in which to proceed, one is to increase your membership fees to \$2 a year and have a swine record printed with all the breeds in it, and give one to each member yearly. The other plan would be for Berkshire breeders, the Yorkshire breeders and other breeders to pay an extra \$1 and have the books printed separately, the other \$1 being due when each volume is ready, thus having a Berkshire, or other breed, branch of the Swine Breeders' Association, but still acting with the Swine Breeders' Association as a whole. In any case we intend to publish the Berkshire book this summer and a Yorkshire one also if requested, and I now ask that a Committee be appointed from these associations to revise the pedigrees already on record before we print them.