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And Canadian Farm and Home

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High Prices for Carrying Grain

WHETHER the railway companies are to blame for the grain blockade or not, the situation is a serious one. Almost fabulous prices are being paid by shippers to get their grain carried. The big carrier Rogers was chartered last week to carry 350,000 bushels of Canadian wheat to Buffalo, at the rate of six cents a bushel, or \$21,000 for a single trip. Another boat has been chartered to carry 100,000 bushels of wheat from Fort William to Erie, Pa., for four and one-half cents a bushel. A third unique occurrence is the charter for 200,000 bushels all-rail delivery by C.P.R. to Montreal.

But these are only incidents in an acute situation. The elevators at lake ports are all congested and there seems to be no remedy that can be applied this season. The railways, and especially the Grand Trunk, needs more rolling stock, which should be supplied before another year. This country seems to be growing faster than the carrying capacity of our railways. We either need more railways or those we have better equipped.

Some statements made by Mr. H. J. Pettypiece, ex-M.P.P., in a recent address in Toronto, may throw some light on this question. He stated that the great beef trusts of the United States had a grip on Ontario railways and that the produce of Ontario farms had to lie on the sidings awaiting the passing of the trust cars that held absolute right of way and often side-tracked express trains. Speaking of excessive freight charges, he instances a case where a friend was asked \$1.47 per 100 pounds to ship a printing press from Montreal to Kamloops, B.C. He did some figuring and sent his press from Montreal to Vancouver, thence to Sydney, Australia, back to Vancouver, then to Kamloops. After this circuitous route the charges were only \$1.25 per hundred. These may be isolated cases, but they serve to show the need of constant vigilance in maintaining a fair freight rate tariff in this country.

Farm Tools and Farm Boys

In the days when the scythe, the cradle, the flail, and the hand rake were the principal tools on the farm no great knowledge of machinery was required to keep them in order. To-day it is different. An expert knowledge of machinery is almost necessary to keep the binder, the side-delivery rake, and kindred more or less complicated implements, in repair. Often the farmer loses time and money just because there is no one about the farm who has a knowledge of farm machinery sufficient to

fix up even a small break. Then there is the care of the machinery. A novice is often at sea as to the proper way to care for the modern farm machine. It is left out in all kinds of weather. Nuts and bolts get loose and are allowed to remain so, working irreparable injury to the machine.

It is, therefore, economy on every farm to have some one who has a more or less intimate knowledge of farm implements. If the farmer himself has not this knowledge, let one of the boys who has inclination that way take up the work. If he need be let him spend a month or two in some machine shop, preferably a shop where agricultural machinery is made, in order that he may become familiar with the parts of a machine and know how to put them together. An active, bright boy will soon pick up knowledge about machinery and how to go about repairing it, that

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will be most valuable on the farm. Besides, it will give him a responsibility and interest in the farm that will make him more useful in the other work to be done. This is an age of specialization and it will pay to have every boy on the farm take up some branch of the work and make a special study of it. Undoubtedly one of these branches should be the care and repairing of the farm machinery.

Shorthorns Sell Well

The high prices received at the recent sales at Hamilton and London indicate that the Shorthorn trade of this country is still a live and active one. At the former sale sixty-five head brought an average of \$421, the highest price being \$2,100 for an imported two-year-old bull. At London the average was not so high, but sufficiently good to afford every encouragement to those in the business. An average of \$192 for upwards of fifty

head, is a price that should afford a fair profit to the breeder.

The beef cattle trade at the present time is in none too satisfactory a condition and the good prices for breeding stock are all the more encouraging on that account. They show that people have faith in the business and are prepared to pay fair prices for good animals to improve their herds. And it is well that it is so. There is nothing in the somewhat discouraging condition of the beef cattle trade at the present time to warrant any retrograde step in improving the quality of the live stock of this country. Every farmer who raises cattle should aim to keep up the quality, whether the price of the matured animal is high or low, and this cannot be done except by the infusion of good blood. If the price is low, it is the choice beast that is the first taken. The poor, ill-bred and ill-fed animal is very hard to get rid of when beef prices are low and fares very little better when the market is brisk. It is the well-bred and well-fed animal that makes a profit for his owner.

The Cattle Embargo

Referring to the agitation in Scotland for the removal of the embargo against Canadian cattle, the Montreal Trade Bulletin in a recent issue says:

"The fact of the matter is that farmers on the other side want our lean cattle in order to do the fattening themselves, instead of our own farmers. We stated the case fairly and squarely a few weeks ago, and we now repeat the same thing the past fifteen years, about 100,000 head of cattle have been exported usually from Montreal, and had the embargo not existed, it is safe to say that three-fourths of these cattle would have left this country in a lean condition, and their value f.o.b. Montreal would have been about \$25.00 per head, whereas under the embargo our exported cattle have reached a value per head of about \$60.00 to \$65.00 f.o.b. Montreal. In addition to the extra value of the cattle, which amounts to millions of dollars, there is the rich fertilizer left on a Canadian soil which is worth millions more and constitutes the very foundation of true agricultural progress. If the embargo were removed, it is our belief that the Government would be obliged to give a bonus on every cattle fattened in this country, in order to perpetuate and maintain the present high status attained in agriculture which, after all, is the mainstay of our country's prosperity. Whatever may be said of the policy of the English Government in this matter, it is very clear that its sole object in keeping on the embargo is an honest intention of guarding against a repetition of the frightful ravages of the cattle disease which ruined so many farmers in Great Britain in the year 1865, and again in 1872. In the former century it raged in Britain in the years 1713, 1748, 1774 and 1799, so that unless great precaution is taken, it may at any time break out again."