

The Farmer's Advocate

and Home Magazine.

"PERSEVERE AND SUCCEED."

ESTABLISHED 1866.

REGISTERED IN ACCORDANCE WITH THE COPYRIGHT ACT OF 1875.

VOL. XXXVI.

LONDON, ONT., AND WINNIPEG, MAN., MAY 1, 1901.

No. 525

EDITORIAL.

The Ninety-day Cattle Quarantine.

The maintenance of the present ninety-day quarantine against pure-bred cattle imported into Canada is a question that just now deserves consideration on the part of our breeders and federal authorities. It was instituted many years ago as a safeguard against the introduction of pleuro-pneumonia from Great Britain, where at that time it was prevalent, though long since stamped out. It has been publicly charged repeatedly that the gross laxity of the officers of the Canadian Government in administering the quarantine regulations against American cattle, chiefly going into Manitoba and the Northwest, furnished the excuse to the British authorities for the embargo which shuts out our stockers and compels the slaughter of our fat heaves within ten days of landing. For that serious blow, Canadian breeders and farmers have to thank bungling officialdom. As a matter of fact, at nearly every point during the past twenty-five years, where the live-stock industry has been touched by officialism, the results have been damaging, as witness the Haras National, Maritime Government stock importations, the quarantine fiasco, and the tuberculin test, not to mention minor matters. The tuberculin test, which exists mainly on the strength of an exploded bogey that human beings get consumption from tuberculized cattle, was lately so thoroughly threshed out in these columns that the process need not be repeated. For a time after the test system was fastened upon the breeders, local veterinaries were authorized to do the testing for export under an international arrangement, through which the American authorities broke last year, and for a time we witnessed the unheard-of spectacle of American vets. going up and down Canada doing the squirt-gun act. As though they were any more honest or competent than Canadians! Now that is stopped, and we have a few salaried departmental officers, the bulk of them hailing from about Montreal, doing the testing, but the delays are vexatious and interminable.

Hon. Thos. Greenway, of Manitoba, informed a member of the FARMER'S ADVOCATE staff, in Toronto, a few days ago, that the policy of the Dominion Veterinary Department regarding this test had simply been ruinous to the trade in that Province. A while ago cattle were tested in Britain, but were still liable to another dose at the Canadian quarantine, and if they reacted they were condemned. This is stopped now by sending a salaried Department officer (Dr. J. G. Rutherford, V. S.) to the Old Country, representing the Canadian Government, to inspect and test all cattle intended for export to Canada. Selected in the first place at heavy expense by enterprising breeders who want the best and healthiest thing they can find, next running the rigid gauntlet of inspection, and then taking an ocean voyage of some ten days, in the name of common sense why should our breeders be put to the further cost and delay of three months detention of the cattle in quarantine? Tuberculosis they cannot have. Dr. Rutherford's inspection and test will surely settle that. "Pleuro" does not appear to be there to catch, and at the very outside, the period of incubation for foot-and-mouth disease does not run over twenty days, and Prof. Law states that only in exceptional cases does it reach six. What else is there that will not show itself in less than half the ninety days, presuming that any germ could elude Dr. Rutherford's vigilance. Has not the Department faith in its official representative?

In the next place, the U. S. breeders importing cattle from Britain are subjected to a similar re-

striction, and the U. S. Government have a salaried officer there to inspect, test and certify to the soundness of every pure-bred bovine animal leaving the Old Country for America. And the certificates of the two officers are mutually recognized on this side the water. Unless for the purpose of providing a few officers with jobs, there seems, therefore, no good reason for keeping up this lengthy quarantine either in Canada or the U. S.

But one might go further than this. Does anybody suppose that detention in the Canadian quarantine is beneficial to the health of imported cattle? If he does, we submit for his consideration the following observations from a breeder who has brought many excellent cattle through the ordeal, and who speaks of what he knows:

"The quarantine regulations are all wrong. In the first place, there is no contagious disease that they have or have had in Great Britain but what will break out in less than thirty days, and why keep a lot of cattle shut in a small yard for ninety days, to be worried in summer with flies, and no green feed for them. Secondly, they have a great deal of red tape down there. They put one lot of my cattle into a yard and stable where imported sheep had been kept up to two days before my cattle went in; these are only kept a few days. Now, in Scotland they claim sheep are worse than cattle for spreading foot-and-mouth disease. There is no drainage. Two of the yards where my cattle were got in a frightful state with mud; the cattle had to go through filth up to their knees to get out, and in the stables several of them contracted foul in the foot from it. Another trouble is the stables have got full of lice, ringworm, and other skin diseases. One kind of skin disease two or three of mine got seemed to be ten times worse than ringworm to cure. My cattle had none of it until just before they came out of quarantine, so I have every reason to believe they got it there. I understand a great many of the imported cattle get it in quarantine. Now, I am not in favor of doing away with the quarantine, but I do think that forty-five days would answer every purpose that the ninety days does, and that the yards and stables should be further apart than they are now. There is a narrow lane, two or three rods wide, between the yards, and the fences are not very good. Sometimes the cattle break the fences down and get together. The fences are rotten, the stables are rotten, and the whole quarantine is rotten. I am astonished that the importers have stood it so long. I am not blaming the present Government, the same regulations were in force when the late Conservative Government was in power, and, as I understand, the same officials made the regulations and enforced them."

It is high time to call a halt if this be the sort of institution conducted at public expense by the Dominion Live Stock Inspection Department for the benefit (?) of imported cattle. Dr. D. McEachran, M. R. C. V. S., head of that Department, and veterinary adviser to the Minister of Agriculture, is doubtless a gentleman of attainments, for he has been receiving the generous stipend of \$2,400 a year for his inestimable public services, being also Dean of the Faculty of Comparative Medicine and Veterinary Science, McGill University, Montreal, and still further employing his energies as manager of the great Waldron Rancho Company in the Northwest. In the light of the foregoing, it seems incredible to suppose that breeders and taxpayers can very much longer tolerate this state of affairs. The trade is so hampered by vexatious restrictions, involving delay and inconvenience at every step, that it is becoming almost useless to try to do much business. It is the old story of the tail wagging the dog—a great industry existing for the benefit

of a set of officials, instead of officials serving the needs of a great industry.

The Eve of the Trolley Age.

In the last issue of the FARMER'S ADVOCATE reference was made to the inception of great changes in the transportation of the people, through the inauguration of rural electric railways connecting various cities, towns and villages, and running over leading highways at present existing in the country. That some of these lines would ere long do a very large and lucrative business was foreshadowed, and in order that the rights of the people shall be safeguarded, a word of caution to municipalities was given in dealing with the corporations who are already seeking the gift of valuable franchises from the councils.

In the matter of transportation, both of people and freight, it is high time for a change. Owing to over-capitalization, excessive fixed charges and heavy operating expenses, the ingenuity of railway managers, even at present rates, is taxed to satisfy at once the officials, the dividend-hungry stockholders, and the long-patient public. In a very large degree the electric trolley would seem to solve the problem. The system is only in its infancy. That our forecast was not overdrawn in regard to thickly-populated areas can readily be seen from an article in the *New York Independent*, by Mr. Albert L. Johnson, who is just now constructing an electric road from New York to Philadelphia—about 100 miles—on which he will put first-class, comfortable cars, equipped with motors capable of running 50 miles per hour. At the very outside he will charge 50 cents—about one fifth of the present railway tariff—a reduction that the traveling public will certainly welcome. The rate he proposes to charge, it will be noticed, is only a trifle over half a cent per mile. A very great deal of the steam-railway business will still be retained, but the electric system will create new traffic, carrying immense numbers of people who hitherto could not afford to travel either for business or recreation. Through this system the congestion of great cities will be relieved, and hosts of people who work in offices and shops will be able to live in the country, enjoying its pure air, sunlight and wholesome surroundings, and, at the same time, reach the scene of their daily toil economically. Steam cars run through smoky back streets, uninviting country and the back end of farms; the trolley passes over the best of country roads, in front of beautiful farm homes and along village streets. It will be the picnickers' delight. Moreover, the extension of these roads will improve the relations between city and country folks, vastly bettering the condition of the former and enhancing the local market for the products of the latter. Will such lines pay? Will this traffic grow? Mr. Johnson has now in operation 225 miles of track connecting 66 towns on what he calls his Allantown lines. When started, the road carried in its first year 20,000 people; in 1900 it carried over 20,000,000 passengers! A large proportion of these used the cars going to and from their work; others were simply on pleasure bent; while many went to do business that they might otherwise have transacted through the mails. American electric lines are now carrying milk, butter, fruit, garden truck and other farm produce, handled more expeditiously than under previous arrangements, and for which the legitimate charges, Mr. Johnson himself admits, should only be about one-third of those exacted by the steam railroads. With an efficient service and popular fares, the lines now under way or projected in Canada will in a short time revolutionize traveling, and, no doubt, prove very advantageous to the promoters.