

or exporters, never buy direct from the drovers. They do their business through the commission men located at the various live stock centres. The drover forwards his cattle to the stock yards and notifies his commission man that he has done so. The commission man, or his representative, visits the yards and negotiates for the sale of the cattle, making the best bargain possible for his client. It would seem as if it were unnecessary to have so many middlemen coming between the producer and the consumer and increasing the cost of the animal. But the plan has several advantages. The commission man becomes the responsible party, so far as the exporter and packer is concerned, and makes good any losses that may result from stolen or mortgaged cattle being put upon the market. The commission man, who is always on hand, has a better knowledge of the markets and prices than a drover would have, who only visits the market once every two or three weeks, and if he is reliable will do much better for the drover than he can do himself.

The farmers in the west feed cattle on a much larger scale than is done here. The staple food is corn, and the cattle, especially in Southern Nebraska, are never tied up, but run loose in a small enclosure. The corn is usually fed with millet. It is only ground when there are no hogs to follow the cows. When there are plenty of hogs to put in the yard with the cows the corn is fed whole. The age at which steers will fatten more readily is from three to four years. Three-year-olds are bought in the fall and fed in the way described above till the next spring. Last fall farmers had to pay about four cents per pound for feeders, and did not get much more than that price when sold in the spring. The profit in the business was in converting the corn and millet into beef. Herefords are a very popular cattle in the west, and are becoming more so every year. Some very high prices have been paid recently for representatives of this breed to become the heads of herds. The Shorthorns make a very good cross with the regular western cattle for feeding purposes. The western cattle are wild in their nature, and a little difficult to fatten on that account. A cross with the Shorthorns helps to modify this quality, and produces an animal that is easier to handle and to fatten.

Large, fat hogs have been in more demand lately in the west, because of the high price and great demand for lard. When the price of lard becomes low the demand is for lighter hogs. At present hogs weighing 300 lbs. sell better than those weighing 200 lbs. The Poland-China is the leading hog in Nebraska. One of its good qualities is that it can be turned into a fat hog on very short notice, if the price should go up. Such a type, however, does not suit for the Canadian bacon trade.

### Insufficient Cold Storage Facilities.

There are complaints in certain quarters that the cold storage facilities both by rail and ocean steamers are very much lacking. If such be true, the difficulty should be remedied at once. One of the complaints is that so-called ice cars have arrived in Montreal of late with the butter in a melting condition, due to the faulty method of icing the cars by throwing lumps of ice in a box, which is all melted by the time the car arrives at Montreal, and the temperature is up to 60 or 70 degrees. It is recommended that the refrigerator cars should be run on the same plan as in the United States, where butter from the far West arrives in New York in perfect condition in cars containing cylinders with crushed ice and salt.

Some exporters are also complaining of the lack of refrigerator space on ocean vessels and the poor accommodation at that. It is stated that other goods have been put in along with the butter in the cold storage compartments on board the vessels, and that the temperature during the ocean transit has risen from 25 to 45 degrees, and has then gone back to 25. The result has been that receivers on the other side have complained

of the butter being inferior when it arrived. Then there is not sufficient refrigerator space provided to meet the demand.

If there is any ground for these complaints there should be no delay in having the cause removed. To go on advocating the making of fine creamery butter at the creameries for the export trade and to have it injured on the way to the consumer is a very foolish policy indeed. The authorities should insist and, if need be, make adequate provision for the transportation of all perishable food products destined for the British markets in as perfect a condition as possible. Every cause for complaint in regard to cold storage facilities both by rail and ocean vessel should be removed and means provided for forwarding every pound of butter or any other perishable food product to the British consumer in the same condition as when it left the factory or the producer. Unless this is done all efforts to develop our export butter trade or any other similar trade will prove fruitless. We have facilities in Canada for making, and, in fact, many of our creameries are now making as fine a quality of butter as is made in any other country in the world, and it would be a great misfortune indeed if progress along this line were hampered in any way by incomplete and insufficient means of getting the product to the consumer in the best possible condition.

### The British Butter Market.

According to mail advices from several old-established London, England, firms, dated July 1st, 1898, to *The Montreal Trade Bulletin*, the prices paid for creamery butter on this side have been much too high as compared with spot prices in the English market for butter from Denmark, Holland, France, Ireland, and the home make. The last winter in England was a very mild one, with scarcely any frost. Though there was considerable cold weather in April with a prospect of dry weather, there were copious showers during May which continued all through June, producing magnificent pastures and a heavy make of English butter, which, together with a market gorged with foreign makes, caused prices to rule remarkably low. In London on July 1st Danish butter was quoted at 8s. per cwt. cheaper than in 1897 at the same date, 16s. cheaper than in 1896, and 10s. cheaper than in 1895.

The reason for the low prices at present ruling, according to the above, is that this year the export orders for Danish tanners are practically nil, and consequently a much larger proportion of the Danish make than usual has been thrown on the British market. Large supplies of finest Dutch creameries have sold at 82s. to 84s. per cwt., while Danish sold at 89s. As the grass in England was still abundant, at the beginning of this month the supply of English home made butter continues to be large, so that unless a period of hot, dry weather sets in there seems to be nothing to warrant the expectation of higher prices. There is great difficulty reported in getting 80s. per cwt. for choice Canadian creamery.

### Wool-Eating Sheep.

A writer in *The National Wool Growers' Bulletin* for July discusses this question. He points out that the disease is produced by two causes—one is the product of imitation, arguing that when one lamb starts the wool-eating habit others follow suit. Another cause is that of malnutrition, either from an insufficiency of food or lack of some required chemical ingredient.

In sheep it is most often seen in winter, when food is scarce or lacks variety. In lambs it begins ordinarily when the milk-giving ewes are fed too sparingly, and when there is a deficiency of milk or if its chemical composition is poor. In such cases the trouble has been cured by furnishing the lambs with cow's milk; while in spring it disappears under the influence of a change of diet or green grass. The habit may be formed by the lamb first getting wool locks into its mouth when

suckling an udder that has not been denuded of its wool tags by the shepherd. Lambs may suck the wool just as young calves may suck each other's ears, and learn to eat wool in this way, and later on may develop wool balls in the stomach from which they may not recover. When lambs become confirmed wool eaters digestive troubles appear; they lose flesh, their growth is retarded; they become constipated, and may die of inflammation.

Treatment for the disease is largely preventive. Strip the udder of all wool before allowing the lambs to suck. Change the food of all sheep or lambs showing the habit and separate the wool eaters from the rest of the flock. See that all are properly nourished and that the rations are well balanced. Supply the flock with salt or a mixture of salt, bicarbonate of soda, powdered wood charcoal and ginger root. According to German authorities extraordinary results have been obtained through subcutaneous administration of chlorhydrate of apomorphine. The dose should be from 0.1 to 0.2 gramme.

### Free Rural Postal Delivery.

The United States Government has been experimenting with this for the past two years. In 1896 the appropriation for the purpose of experimenting in this line was \$10,000; in 1897, \$50,000, and this year the appropriation has been increased to \$150,000. This increased appropriation will enable the Department to make a more extended trial than heretofore. The United States postal authorities seem to have every confidence in the scheme, and hope to make a permanent success of the venture. One of the difficulties the authorities have had to contend with in prosecuting the scheme is the bad roads, and it may be possible that a successful rural postal delivery cannot be fully carried out till all the highways throughout the country are in a good condition.

If all the roads throughout the country were in good condition, a free rural postal delivery should prove a practical venture in the more thickly populated country districts. The cost of travel is the most important item to be considered, and if the roads are bad this will be largely increased. If the roads were all in good shape for wheeling, or if a bicycle path were made, it might be possible for the farmer to have the "boon" of a free postal delivery at comparatively little cost. With good roads and a good bicycle a postman could cover a large section of territory every day.

### The Cure of Tuberculosis.

Everybody is interested in this, and if a permanent cure for tuberculosis in animals can be secured its discoverer will confer an inestimable "boon" upon all mankind, for if a permanent cure of consumption in animals is secured it will be only a question of time when the human family would get the better of the same plague. Professor Behring, the discoverer of vaccination against diphtheria, it is reported, has brought to light a method by which it is claimed tuberculosis in animals is cured. Behring has succeeded in producing from tubercle bacilli a poison about twenty times as strong as that found by Koch, and has produced an antitoxin, or counter-poison, from eighty to one hundred times as effective as Koch's tuberculin. Animals injected by degrees with the poison were gradually rendered immune, or resistant to the disease, and from the blood of such animals there was extracted an antitoxin, which is capable of rendering other animals altogether incapable of "taking" the disease. Experiments now in progress at the Royal Veterinary College, Berlin, are aimed to render the discovery useful and available to stock-breeders and cattle-owners throughout the world. Should the results expected from these experiments be realized the vexed question of tuberculosis will be forever solved.