

AY, APRIL 1.

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## Handling Wool Co-operatively



(1) Grading Wool in Alberta. (2) Sheep on an Irrigated Farm in Alberta.

EIGHT years ago, after thoroughly investigating the sheep industry in Canada, the sheep commissioners regretfully stated: "From observing to marketing no country in the world handles its wool in a worse manner than Canada. As far as the wool of mutton breeds and cross breeds go, we do not know of any country where it is handled in such an unsatisfactory way and delivered in such bad condition."

Having reached this conclusion, the commission stated that the way was open to find a remedy for the trouble. It was soon after this that the Canadian Department of Agriculture was organized, and by 1914 the work of applying the remedy had begun. This consisted of the organization of wool growers' associations throughout Canada, the direction of their efforts in producing good wool and in classifying it. During 1914, the first year of the work, 206,129 pounds were graded for societies or groups in Quebec, Ontario, Manitoba and Alberta. The following year, through 19 organizations distributed over Canada, 420,000 pounds were classified and offered for co-operative sale. The season of 1916 saw 1,112,000 pounds, while in 1917 this was increased to 2,097,909 pounds.

It was early in 1917, because of peculiar war conditions, that Martin Burrell, then Minister of Agriculture, recognizing the importance of centralizing the sale of wool, and the advantages that must accrue from having one centre of operation, sanctioned the rental of suitable premises in Toronto, for the storage of the wool of the various associations where slips would be graded by the wool experts of the live stock branch, and shipped out when purchased. This led to the further step of 1918 in the organization of the Co-operative Wool Growers' Limited as the central agency for the disposal of wool shipped in and collected from all parts of Canada.

Whereas, when the original warehouse was first established, it was estimated that as much as 2,000,000 pounds of wool might be received during 1919, no less than 2,500,000 pounds of wool had been sold up to the end of August, 1918, and to the associations in the various provinces pulling together. After that amount had been sold a considerable quantity of wool remained in storage, but it was anticipated that all would be disposed of at favorable prices, which was later proved true.

Thus co-operation in a few years actual service proved the revolutionizing factor in the wool industry in Canada. Breeder and farmers were quick to learn the oft-repeated lesson that to get the best prices the best must be produced. Formerly the wool was sold in bulk for what it would bring. To-day, under the team-work plan, the wool is sorted and inspected, grade values becoming apparent, and sheepfarmers are learning more and more to recognize the importance of care in selection, industry in keeping and the exercise of intelligence in shearing, packing and shipping.

In Manitoba there has been a decided increase in the number of sheepowners who market their wool through the co-operative system. In 1915, 69,000 pounds reached the warehouse; in 1916, 154,000 pounds; 1917, 170,000 pounds, and in 1918, 363,000 pounds were received. In 1917 there were 465 sheepowners who participated in the work, while in 1918 this number increased to 917. The grading system has had a marked effect on the quality of the wool, and graders as well as graders uphold the belief that the education work in this connection is doing an incalculable amount of good and increasing the revenue derived by the sheepowner from the sale of his wool. In former years, when wool was sold at a flat rate, the importance of keeping the wool in a clean condition and avoiding mingling with binder twine, as well as mixing the best and fair with the white and fags, locks and pieces,

seedy and dead, with lower grade wool, was not appreciated, and resulted in a serious loss in revenue to farmers and a serious wastage of a product much in demand. It cannot be gainsaid that wool sold under the co-operative system has on the average brought a much higher price than could have been obtained by farmers selling to local buyers. This fact is evident to the sheep-raiser, as evidenced by the increasing number of Manitoba patrons.

How the fire of co-operation is spreading over Saskatchewan is best evidenced by a few figures, showing the development of the industry since 1914, as follows:

Year	No. consignments	Pounds	Average price cents per lb.
1914	1179	69,404	17 1/2
1915	318	150,328	25
1916	487	179,890	32 1/2
1917	632	323,445	55
1918	918	394,968	76

It will be noted that the 1918 business was 30 per cent over the 1917 wool shipments. The Southern Saskatchewan Wool Growers' Association handled eight and one-half carloads, besides the amount mentioned, the province being too large for one organization to handle at present. In Alberta, likewise too large a territory for one agency to handle, there are three organizations mentioned in the 1918 report, each revealing a large expansion in territory and volume of business. These associations are the Provincial Sheep Breeders' Association, the Alberta Live Stock Association, and the Pincher Creek Wool Growers' Association. These three agencies did by far the greatest business of any provincial system in Canada in 1918, when they collected, graded and shipped 1,250,000 pounds of wool of various grades. Earl W. Gage, (Breeder's Gazette).

### UKRAINE READY TO QUIT

Would Open Negotiations to Stop Fighting With Poles  
Berné, March 31.—The commander of the Ukrainian forces has sent messages by wireless telegraphy to the Allied governments stating that the Ukrainians are ready to enter into negotiations looking to a cessation of hostilities with the Poles on condition that the Allies set a line of demarcation in accordance with the present battle front.  
A high American officer and his staff, consequently, have arrived at Stanislaw, 70 miles southeast of Lemberg, to negotiate jointly with the members of the Allied military mission to Poland and the Poles and Ukrainians at a city southwest of Lemberg.

### INCREASE YOUR PROFITS

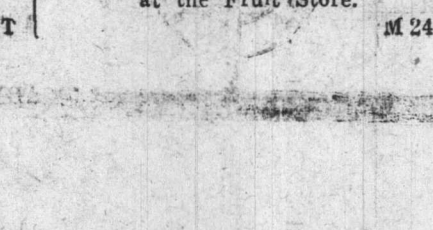
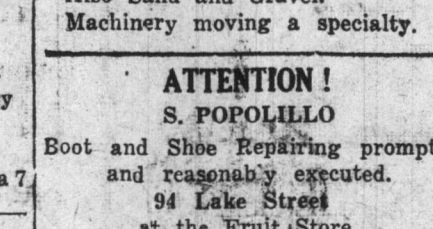
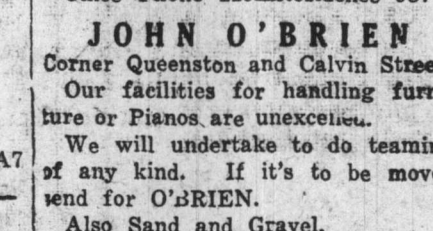
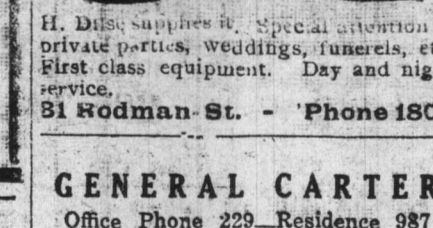
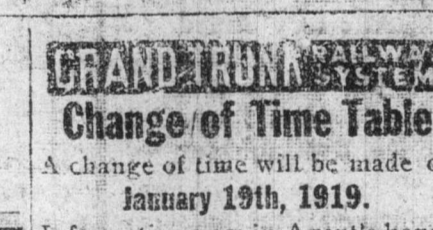
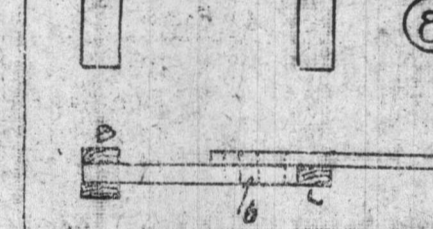
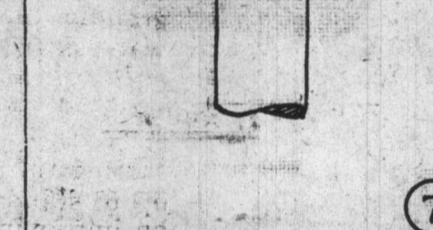
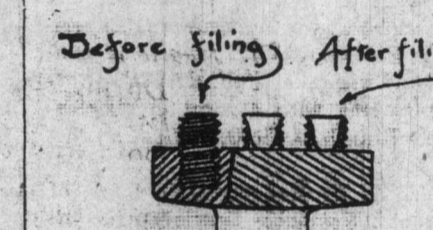
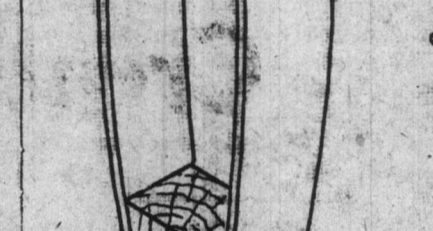
Repairing and Renewing Broken Equipment in Time.

Handy Hints for Repairing Machinery, Harness, Gates and All Other Breakable Farm Equipment—If Work is Done Before Spring Rush Many Valuable Hours Will Be Saved at a Time When Delay Spells Greatest Loss.

THE time for a systematic overhauling of the farm equipment is at hand. Repairing at home means saving in two ways—a saving of expense

and a saving of time. Before attempting to take a machine apart it is well to thoroughly look over it to gain a clear idea of the general arrangement and location of the parts. Machines with few parts or parts whose relations are quite obvious, do not require to be marked, but machines whose parts are numerous and similar in size and in appearance should be given distinctive marks—similar marks being put on adjoining parts. These marks may be centre-pops arranged in device, or letters stamped upon surface of the parts where there is no frictional contact.

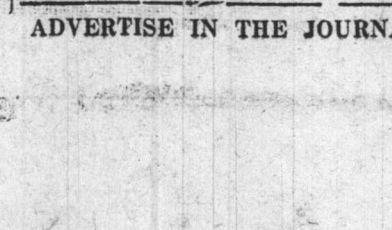
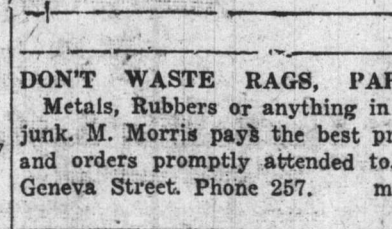
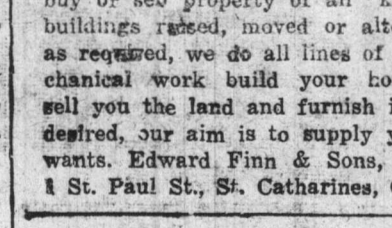
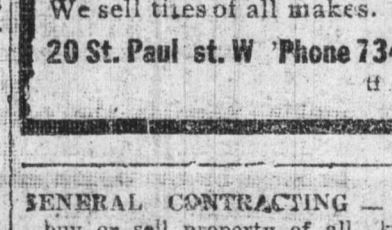
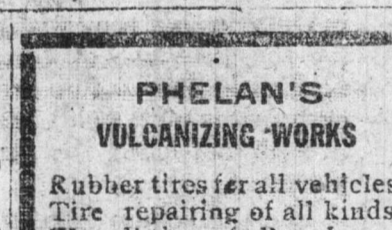
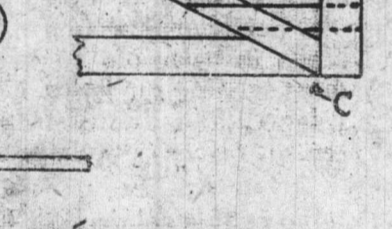
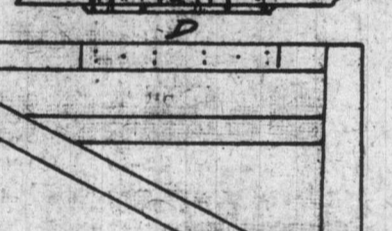
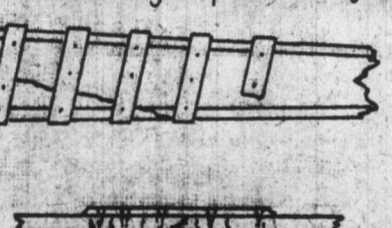
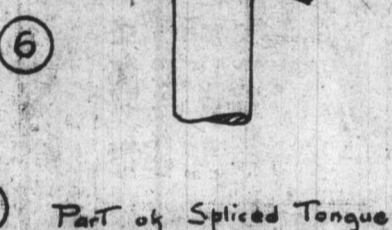
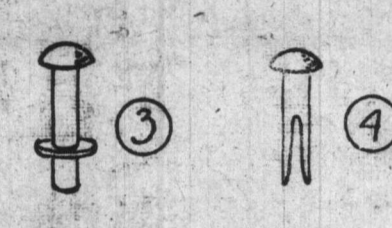
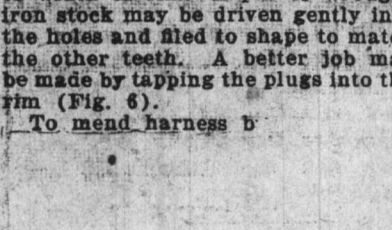
In the stress of a busy season a broken tooth of a gear can be fixed up in a few minutes, and if properly done gears so repaired will often last an indefinite time—often many years. Chip and file the broken tooth down to the root. Draw centre line of tooth across width of rim. Drill the required number of holes, according to width of rim. A pin of wrought iron stock may be driven gently into the holes and filed to shape to match the other teeth. A better job may be made by tapping the pins into the rim (Fig. 6).



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To mend harness



cure a couple of strong needles, a ball of high-grade flax shoe thread (No. 8), a ball of cobbler's wax, a straight and bent awl, and a clamp to hold the work. The clamp can be made from two oak barrel staves (Fig. 1). The thread should be made in length and strength according to the work to be done. For light work from 3 to 5 strands will suffice, for medium, like lines and girths, from 6 to 8 strands; and for heavy stitching, as tugs and breeching, it will require from 8 to 15 strands.

Break the thread by rubbing it down upon your knee, with your right hand, and give it a sudden jerk. It should break in a long ragged end. The ends should be placed together so as to form a long tapered point. Hold strands together in your left hand. With wax in right hand draw it over the ends a few times, enough to keep them together. Now throw strands over a nail, draw ends even, twice the end in left hand over forefinger, and rub the other end down on the right knee with the right hand. When well twisted rub on more wax. Thread a needle on each end, draw the thread through the eye for about two inches. Bend back the points of the thread and twist them well into the body of the thread (Fig. 1a).

For a hole in the work with a straight awl and insert a needle into the hole drawing the thread halfway through (Fig. 1b). Pierce another hole and pass a needle through for two or three inches. Through the same hole draw the other needle. With a thread in each hand pull them both quite tight. Repeat. Keep stitches straight and uniform in length (Fig. 1c).

For joining two pliable surfaces together in emergency there is, perhaps, nothing so handy, so strong and so neat as a rivet. An assortment of rivets should be kept on hand, both of soft iron tinned and of solid copper (Figs. 2, 3, 4). The split end clincher rivets are suitable for leather or stout woven material, as saddle girths and head halters; iron or copper flat head washer rivets may be used for leather cloth, thin metal and for even thin strips of wood (Fig. 5).

The wagon is an important factor in the daily routine work of the farm, and should be kept in good running order, but it requires special consideration and experience to profitably repair the wheels, for unless the proper taper and "gather" is given to the spindle, and the axle set the right way, it will result in a hard-running wagon, the wheel grinding on the collar or nut instead of playing easily between them. The farmer, however, can attend to loose spokes, tires and hub bands, checked hubs, etc.

After renewing the spokes, clean parts and tighten up tires and loose skains, clean the wagon thoroughly. All the checks with some good filler and give the whole a coat of paint. This will preserve the wood and prevent shrinking. A broken shaft or tongue may be efficiently spliced with hoop iron as shown in Fig. 7. The iron can easily be bent round close by using one end first and then pulling it over with one hand and tapping it with a hammer at the same time.

Assume a broken rail of a gate, hay or stock rack. The old bar or rail is sawn off about a foot from the down rail L as shown by dotted line in sketch 8a. A short piece of new stuff is then driven into the mortise in the head (B) and cut off the right length; the two are then nailed together as shown at 8b in part plan. If broken at A (Fig. 8) the splicing may be made as shown in sketch by wrapping hoop iron round it, or by nailing on each side strong strips of hardwood as at D (Fig. 8).

One of the best places for a gate to get rotten is at the junction of brace and bar or back caused by wet lodging there. The only way to get this is, as shown at C (Fig. 8) by nailing strip of hardwood firmly to brace as low down as bottom rail will allow.—Prof. John Evans, O. A. College, Guelph.

GERMANS ARE ADVISED TO LEAVE HUNGARY  
Berlin, March 31.—The diplomatic agent of the German Government at Budapest has advised Germans to leave Hungary.

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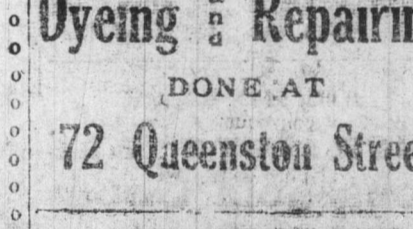
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