

The Cattle Quarantine.

Just as our last form was going to press we understand that Mr. N. Awrey, M.P.P., Ontario Commissioner to the World's Fair, received a despatch from the U. S. Department of Agriculture assuring him that the recent quarantine regulation will not be allowed to affect cattle intended for exhibition at Chicago. Exhibitors will be required "to give the numbers and descriptions of cattle, and show where they have been a year previous to shipment, and accompanying this with a certificate from a Canadian veterinary inspector (surgeon) that no contagious disease exists in the locality." This, Mr. Awrey points out, differs but little from the original conditions of shipment.

The Central Farmers' Institute.

This representative body held its three days' session at Shaftesbury Hall, Toronto, February 7 and 9, inclusive. Mr. T. Loyd Jones, Burford, was elected president for the ensuing year; Mr. D. M. McPherson, Lancaster, vice-president; and Mr. A. H. Pettit, Grimsby, secretary.

Able papers were read by a number of the most prominent men engaged in different lines of farming throughout the province, and these were attentively received by those present. The tariff question came in for a large share of the attention of the delegates, and to judge by the tone of arguments brought out, together with the resolutions adopted, the meeting unanimously favored a tariff reform. In the discussions on this question the debaters advanced many plans whereby agriculture might derive assistance through legislation, and, although there was much difference of opinion as to the means, all agreed in the urgent necessity of a tariff that would discriminate in favor of agricultural pursuits.

MR. AWREY'S ADDRESS.

President Awrey addressed the meeting at considerable length. In alluding to the condition of the farmers, Mr. Awrey said that although there were many things which might be improved, still the great increase in the value of farm products in Ontario during the last few years proved that, despite many difficulties, substantial progress has been made, in support of which he quoted statistics showing the immense increase in the volume of trade, particularly in the dairying and cattle industries. Referring to the scheduling of Canadian cattle by England and the United States, Mr. Awrey characterized it as a most unwarranted act on the part of England, and an unneighborly one on the part of America. They could tell the Yankees, however, that Canadians could live despite the worst efforts of their neighbors. In this connection Mr. Awrey denounced Prof. Goldwin Smith for attempting to represent to the States that there was any considerable feeling in favor of annexation in this country. (Applause.) "However hard the times may be," he continued, "they will have to be infinitely worse before Canadians will be willing to sell their birthright." (Loud cheers.) Mr. Awrey concluded his vigorous address by advocating free trade with England, which, besides being of direct advantage to the farmers of Canada, would also bring the Yankees to their knees and force them to open their markets to Canada. Mr. Awrey gained a hearty cheer when he alluded to the action of the Ontario Government in establishing a binder twine factory at the Central prison, the product of which, he said, he expected would be sold at cost, thus forcing the combine to bring down their prices or go out of business. The president's spirited address was evidently quite to the mind of the audience, who frequently applauded his remarks. The convention then adjourned.

Mr. Kells moved the following resolution, which was carried:—"Whereas it is desirable that better trade relations between Great Britain and Canada should exist, that is, that the commerce of both countries should be more freely and fully established. Further, we believe the government of this Dominion should be the first to move in this matter, therefore, be it resolved, that this Central Farmers' Institute, representing almost every electoral district of this province of Ontario, memorialize the Dominion Government, asking them to allow all goods manufactured in Great Britain and imported into Canada to be free of duty, or as low as is consistent with the revenue of the country."

Dr. Cowan, Galt, another imperial federationist, made a warm speech in favor of preferential trade, and proposed the following motion which also carried:—"That, in the opinion of this meeting, preferential trade with Great Britain would do much to promote the welfare and prosperity of this country."

Another resolution was presented by the committee, who were evidently smarting under the resolution passed at the meeting of the manufacturers on Tuesday. The resolution referred to read as follows:—"That whereas the farmers of Canada during the last thirteen years have largely supported a protective tariff for the purpose of estab-

lishing and building up the manufacturing interests of this country; and whereas we are of the opinion that such manufacturing industries as are suitable to the country have received such assistance for a period long enough to enable them now to withstand fair and open competition; and whereas the Canadian Manufacturers' Association at its annual meeting held in Toronto on February 7th declares and reaffirms its determination to support and perpetuate the high tariff policy; be it therefore resolved, that this meeting hereby declare and affirm that the perpetuation of such high tariff policy would be detrimental to the vital interests of those engaged in agricultural pursuits, and that we are of the opinion that the freest possible reciprocal trade relations with all nations is the most conducive to the best interests of the Canadian farmers."

The motion aroused considerable discussion, several amendments being proposed, but were declared out of order. Finally the motion was put without further discussion and carried unanimously.

THE CATTLE SCHEDULE.

The scheduling of Canadian cattle in England again came up, this time in the form of a resolution, proposed by Mr. T. Strachan, as follows:—"That farmers of this institute, representing ridings from all parts of the province, are desirous of recording their belief, as far as their knowledge goes regarding the health of Canada's herds, that they are entirely free from any contagious disease whatever, and that the executive committee be instructed to take steps to bring this matter to the attention of the proper authorities, and, if possible, to remove the obstacles now placed upon Canadian cattle entering the British market, and that they be not slaughtered at the port of entry." The resolution was adopted unanimously amid loud applause.

SCHEDULING SWINE.

The following resolution was carried unanimously:—"That the government be petitioned to schedule United States swine on account of the prevalence of contagious disease in that country."

FREE CORN.

The proposal that corn be placed on the free list was endorsed in a resolution calling upon the Dominion Government to take immediate action in removing the duty on a product which was the raw material indispensable to the farmers of Ontario.

It was resolved to petition the government to exempt the farmers from the operation of the Employers' Liability and Compensation act.

It was carried unanimously that a deputation proceed to Ottawa to urge on the government the necessity of removing the customs duties on goods of British manufacture.

Our Public Roads.

(CONTINUED FROM PAGE 43.)

He should keep the ditches clean and in good order, and fill in the ruts as soon as they appear. To enable him to do this, gravel should be deposited in suitable places on the side of the road, one heap in each quarter of a mile. He should be furnished with a shovel, a wheelbarrow, a pickaxe, and a rammer. The new material should be added little by little, from time to time, in depressions and deficient places, and it should be broken fine in comparison with that used in the original construction. This patching should be done so constantly that it will never be necessary to add more than one to two inches in thickness at a time. It is one of the greatest mistakes in roadmaking that can be committed to lay on thick coats of material. A cubic yard, nicely prepared and broken, to a rod will be quite enough for a coat, and, if accurately noticed, will be found to last as long as double the quantity put on unprepared and in thick layers. In speaking of keeping up the roads by constant patching, Gilmore says:—"This system of maintenance for roads of moderate traffic seems open to the objection of being unnecessarily expensive, but observation and experience have fully demonstrated that such is not the case, and that the 'stitch in time' policy applies here with peculiar and significant force. It is not only cheaper to maintain such a highway in good condition for a given traffic adapted to it than to pay the extra expense of conducting the same traffic on a bad road, but it is also vastly cheaper to keep the road in excellent condition than it is to restore it to that state after a period of injurious neglect, during which it has become filled with deep ruts, and thickly covered with dust and mud."

An eminent French engineer, who gave the matter an exhaustive and practical study, came to the conclusion that, in proportion as the intervals between the periods of repairs were shortened upon roads of small traffic, two important and valuable results followed—first, that the annual expense was lessened, and second, the roads were always in better condition; and, finally, that the roads were never so good, nor the expense of maintenance so small, as when the system of unremitting and minute attention was in operation. The experience of these men, I think, would furnish sufficient argument in favor of putting our roads in a state of efficiency such as has been described—a thing which is manifestly impossible under our present system of administration.

The statute labor system was devised to meet the requirements of early settlements, when a simultaneous opening of all the roads in a township was the thing most desirable. Its chief advantages

were, that under its working each ratepayer was permitted to do his share of the road building in his own immediate neighborhood, and that he was able to pay his road tax in labor rather than in money; but these considerations (however important at first) have long since lost their force.

The portions of the roads in which all are most interested now are those in the neighborhood of the town which are used in common by all.

And the second consideration has come to be looked upon as a doubtful privilege, as time is quite as valuable to the farmer on his property as on the road. Owing to the laxity of pathmasters, the time spent on the road is flagrantly misapplied. The day required is eight hours long, and any pretence of work is accepted. The impression is prevalent that in road work the time is to be put in with as little exertion as possible.

The real amount of gravel hauled is never so great as reported, on account of the smallness of wagon boxes and the desire of teamsters to save their horses. Anyone who has studied statute labor will agree with me that over one-third the time is wasted through the trickery of workmen and the carelessness or ignorance of directors. As a proof of this statement I will give you of an example:—

The township council pays thirty-five cents per cord for gravel, and counts five loads to the cord. Now, by actual measurement, I find the average gravel-box used is 8 feet long, 3 feet 1 inch wide and 10 inches deep, which, if filled, would hold 79% of a cord, showing a loss of 21% of a cord on every cord paid for, or a total loss of 21% of the money paid out, which in the last year of which I have any account would be 21% of \$524, or a total of \$110, and besides this the boxes were hardly ever filled.

I will now briefly suggest what I think would be an improvement. It seems to me that, first of all, it is absolutely necessary that we should have a thoroughly competent and responsible man as engineer or overseer, who would know how, when and where the work could be done to the best advantage, and that he should have the power, with the approval of the council, to purchase the necessary tools, keep the time of the workmen, and be responsible for all the work left in his charge. He might also have the power to hire farmers and their teams to work on the roads, who were willing to work according to the regulations which he might adopt. Another method which I think would give good results would be to abolish farmers' labor and do the work entirely by contract.

But I very much fear it will be a difficult matter to accomplish much in the direction of a general adoption of this system, unless legislation can be secured to assist in perfecting it. And I would suggest that the Provincial Government, by a legislative enactment, do at once two or three things in the direction of furthering this movement.

First, procure and disseminate information by establishing a bureau, where the facts relating to the expense, mechanical construction, care, durability, use and extent of the different kinds of roads shall be made known and ascertained.

Then I would have some kind of government supervision, presided over by a competent engineer or engineers, appointed by the government in aid of road making and repairing upon scientific and economic principles; and I think it would also be to the public advantage if the state should own or control and maintain some through highways connecting the principal towns. They could in this way give a profitable example, and a strong incentive to the different municipalities to construct better contributory roads as feeders to the main ones. And it appears to me, also, that there would be a good investment for some of the rusty millions of surplus which is periodically reported as being in the hands of the Provincial Treasurer, and I trust that some influential body of our citizens may suggest it to the Premier, so that he may have ample time to take it into his consideration.

How Canadian Clydesdales Are Spoken of by Glasgow Judges.

The importation of draught horses from Canada is a menace to what has hitherto been one of the most profitable branches of farming, the importance of which cannot be overestimated, says the Scottish Farmer. The view in Scotland has very generally prevailed that, whatever else the foreigner might be able to send, heavy work horses were an impossibility. It is, however, not so: the Province of Ontario was settled by Scotchmen, and for well nigh half a century the settlers and their descendants have been breeding grade Clydesdales. Starting with such prime horses as the famous Netherby and George Buchanan, they had a nucleus which, in course of subsequent development, produced horses of a superior draught type. A ready market was hitherto found for all that could be raised across the border; but now that there is a heavy duty on them there, the British farmer finds himself in competition with the Canadian farmer in his own market. There are several of these Canadian horses at work in Glasgow, and they are popular with contractors. A handsome young mare that had never been yoked was proceeding along Cathedral street the other morning, and on enquiry it transpired that she was a Canadian. She is owned by Messrs. Wordie, and was going to be yoked for the first time. Bay in color, with white face and white hind legs of the standard Clydesdale, she stood about 15.2, and had capital feet and legs, with sharp, clean bone. She walked well, and was not to be distinguished from the average home-bred draught horse.