

The Ontario Agricultural Gazette

The Official Bulletin of the Dominion Cattle, Sheep, and Swine Breeders' Associations, and of the Farmers' Institute System of the Province of Ontario.

DIRECTORS' MEETING OF THE DOMINION CATTLE, SHEEP, SWINE BREEDERS' ASSOCIATIONS.

Held at Brantford May 23, 24, and 25, 1898

REPORT OF THE SECRETARY.

The success of the Dominion Cattle, Sheep, and Swine Breeders' Associations during the past year has been most encouraging. The membership of each Association has been raised without the extra effort heretofore found necessary.

The greatest achievement of your directors during the past year was meeting the representatives of the great trunk lines and laying before them the needs of the farmer regarding the transportation of purebred live stock. In reply to our urgent appeals, we received very kind and encouraging letters from Sir William Van Horne and other eminent gentlemen interested in railway matters. As a final result of our representations the following circular was issued by the executive officers of each railway operating in Ontario:

Circular No. 241.

(Cancelling Circular No. 141, April 6th, 1897).

TO AGENTS IN CANADA.

Registered Cattle, Sheep, and Swine.

Effective April 1st, 1898, the following arrangement will govern the transportation of registered cattle, sheep, and swine, in less than carloads between stations on this company's lines in Canada:

When owners sign the usual valuation agreement for ordinary stock, and produce certificate of registration, shipments will be way-billed at one-half regular tariff rates, at the full estimated weights as per Canadian Joint Freight Classification.

Agents will take note of particulars as to the name of animal and age, and keep record of same, showing the information on billing accordingly.

If extra values are declared, the weights and rates will be as per classification for valuable stock, page 45 Canadian Joint Freight Classification No. 10A., or subsequent issues thereof.

Registered cattle, sheep and swine may be taken without men in charge, provided owners sign the usual contract releasing the company from liability in consequence thereof.

Give reference to this circular in way billing.

GENERAL FREIGHT AGENT.

To make a comparative statement I submit the following showing the weight at which pedigreed stock will be shipped under the old tariff and under the new. I have taken one-half of the weights instead of the rates:

LIVE STOCK IN L.C.L. AS FOLLOWS:

	Old Rate.	New Rate.
* Bulls under one year....	1,000 lbs. each....	500 lbs.
* Bulls one year and under two	1,000 lbs. each	1,500 lbs.
* Bulls over two years....	4,000 lbs. each....	2,000 lbs.

Cattle or Horned Animals

* One animal	2,000 lbs.	1,250 lbs.
* Two animals	3,000 "	1,750 lbs.
* Three animals	5,000 "	2,500 lbs.
* Each additional animal in same car	1,000 "	500 lbs.

Cattle, &c.

* Under six months old	500 lbs.	250 lbs.
* Over six months and under one year	1,000 "	500 lbs.
* Cow and calf together	2,500 "	1,250 lbs.

* Hogs, goats, sheep and lambs not crated not taken except by special authority.

New Rate.

Hogs, sheep, lambs, or other small animals, in boxes or crates, actual weight. DI Taken at their actual weight.

When small animals are allowed to be taken without being crated, the following will be the minimum weights charged:

Old Rate.

* A single sheep, lamb or hog, 400 lbs. each, or actual weight if in excess of 400 lbs.

New Rate.

200 lbs., and if actual weight is in excess of 400 lbs., half of the additional weight will be computed.

New Rate.

Each additional lamb, sheep, pig or hog, in same car to same consignee, 200 lbs. or actual weight if in excess of 200 lbs.

100 lbs.

In no case shall the charge for less than carload exceed the charge for a carload.

The new rates prevail throughout Canada, and will prove a great boon to Canadian farmers now and in years to come. In an official letter regarding the above reduced rates, Mr. John Earls said:

"I understand the arrangement respecting pedigreed stock to be adopted by all railroads in Canada east of Fort William. I believe, however, that the Government railway system has a special arrangement on its own lines for thoroughbred stock, and there is no doubt the arrangement made by us here will apply on any thoroughbred stock interchanged between the I.C.R. and G.T.R. or C.P.R. Companies.

(Signed) JOHN EARLS,
CHAIRMAN."

Although much has been accomplished in obtaining reductions in railway rates heretofore charged on purebred animals, yet much remains to be done.

A reduction of 50 per cent. on carload rates when shipped from point to point in Ontario, also from points in Ontario to points in Quebec or to points in the eastern provinces, that is, the same privileges when shipping carloads as when shipping less than carloads, is yet to be obtained.

Breeders of purebred live stock should not be compelled to crate shipments of sheep or swine, numbering four or upwards, shipped by one person and consigned to one buyer. It is not in the interest of the railway companies to compel shippers to do this, and it is a needless expense and trouble to both shipper and buyer. Crated animals occupy more than twice, often three times, the room required by the same animals not crated. Instead of being crated they should be fastened off in one end of the car. A case in point. About a month ago I wished to ship fifteen Berkshires, ranging in weight from 130 to 400

pounds, a distance of forty miles, via C.P.R. This company insisted on having each animal crated. The time required to crate and the price paid would not allow this, and if the G.T.R. had not taken them without being crated the sale would have been lost. If they had been crated they would have occupied a whole car; not crated they were boarded off in one-third of a car.

I am glad to be able to tell you that the reduced rates obtained on shipments from Ontario to Manitoba and the West have been extended to cover this year's trade.

These rates, with some slight changes, were published in FARMING on March 1st, page 208:

The trade in purebred live stock has been very gratifying. The prices asked and obtained for all sorts are from 25 per cent. to 100 per cent. higher than a year ago. The advance in the price of purebred cattle has been very marked. Notwithstanding the improved prices, the demand has in most cases exceeded the visible supply. In fact, the demand has been stronger during the last ten months than at any other time during the past decade. In Ontario the improved railway facilities have proved of great value, not only to the breeders of purebred animals, but to the country at large. I am sure the announcement of a 50 per cent. reduction between points in Ontario and the East made to-day for the first time at a public meeting will meet with hearty appreciation. I am sure the live stock men of this province and of Canada generally are very grateful to Sir Wm. Van Horne and the members of his staff for the very kind and practical interest they have taken in this matter so important for the present and future welfare of Canada. I wish to especially mention in this connection Mr. G. M. Bosworth, Freight Traffic Manager of C.P.R., whose assistance and advice have been of great value to your Executive when dealing with the important question of transportation charges. We have also found Mr. Arthur White, Division Freight Agent of the Grand Trunk, very prompt to meet and forward the wishes of your representatives. His gentlemanly and courteous manner makes it a real pleasure to do business with him and his department.

AMERICAN CUSTOM REGULATIONS REGARDING PUREBRED STOCK BETWEEN THE UNITED STATES AND CANADA.

These regulations are best explained by the following correspondence between the Hon. Sydney Fisher, Minister of Agriculture for the Dominion, and Dr. D. E. Salmon, Chief of the Bureau of Animal Industry, Washington, D.C.

Ottawa, March 30th, 1898.

DEAR DR. SALMON,—I have just

received a letter from one John Will, Fort Covington, N.Y., who has been importing some Canadian Ayrshires into that state, complaining that, although they are all properly registered in the Canadian Herd Books, he has to pay duty on them as though they were not thoroughbred stock.

Our people here, I think, have been somewhat negligent in not progressing in this matter, but it would facilitate their work if I could receive a letter from you stating just what would be required to secure the recognition by your Custom officer of the registration in Canadian Herd Books. My understanding of your views at the time I was in Washington is this, that if the American Stock Association are accepting registration in the Canadian Herd Book of the same breed as sufficient to entitle the animal to immediate registration in their herd book without further investigation, then the Government of the United States would accept the Canadian registration as complete proof of pure breeding.

It seems to me this is only reasonable. Surely the Government cannot be expected to ask more proof than the stock associations themselves require. The question of after registration in the United States Stock Books is one which concerns the buyers of the stock and the association in your country, and in which we are not really concerned.

The greatest difficulty is in consequence of the detention and trouble at the frontier. Men come over here and buy two or three or four or five animals and want to take them right back themselves. If they are required to be registered in the American Stock Books they cannot do this, as the correspondence perhaps would take two or three weeks.

If my above outlined understanding concurs with your own and you would be ready, upon receiving the information necessary, to instruct your Customs officers on these lines, I would immediately find out through our own stock associations what herd books would be qualified in this way, and inform you.

Trusting that you are well, and that things are going on smoothly in your department,

I am,
Yours sincerely,
(Sgd.) SYDNEY FISHER.

Dr. D. E. Salmon,
Chief of Bureau of Animal Industry,
Washington, D.C."

U.S. Department of Agriculture,
Bureau of Animal Industry,
Washington, D.C., April 8, 1898.

Hon. Sydney Fisher,
Minister of Agriculture,
Ottawa, Canada.

SIR,—Referring to your letter of the 30th ultimo, the Customs regulations of the United States for the importation of animals for breeding purposes