

Yesterday was one of the saddest days I have had for a long time. I had a very real regard for Mr. Weld, and always enjoyed time spent with him. His kindness and thoughtful consideration never failed. In the long journeys with him I got to fully recognize an unusual type in Canada—the genuine English gentleman. His business shrewdness, fertility of suggestion, tireless energy and enterprise placed him among the very few first-class men it has been my privilege to know. His loss will leave a gap in the lives of those who have known him well and long, that time will not fill up, and the world will be the poorer for his going for the rest of our time.

F. BRIGDEN, Manager Toronto Engraving Co.

I have always admired Mr. Weld for the fearless and straightforward manner in which, at all times, he has expressed his views upon subjects appertaining to the welfare of the farmer. And though I had only once the pleasure of passing a day with him, I and my brother Directors of the Agricultural Association here, were deeply impressed by his kindly manner and the deep interest he took in all agricultural subjects.

W. A. HALE, Sherbrooke, P. Q.

I think it might well be said of Mr. Weld,

His life was work, his language rife
With rugged maxims hewn from life.

And though we lament his decease we know that the work he has performed will continue to live after him and stand as the best monument to his memory.

G. C. CASTON, Oshawa, Ont.

His death means, with special force of sadness to the agricultural community of Canada, a great national loss, and to many of us who work for the farmers in a public capacity, the news of his decease came as a personal bereavement. A man who has been abundantly useful to the common people in a wide sphere of activity has gone to rest. Fearless and uncompromising in his hostility and opposition to everything which he thought menaced the welfare of the people he was also the stout and steadfast friend, who was aye glad to discharge its beautiful offices with an earnest soul. To discriminate between the public and private sides of his character would be like trying to divorce the brightness and warmth of flame from each other. His life gave light, and help, and power to many others; and as one of these I humbly lay this tribute on the memory of an aged strong man, who honored me in the first efforts of young manhood with his honest friendship.

JAS. W. ROBERTSON,
Dominion Dairy Commissioner.

I knew his motives and his plans of action probably as well as anyone, as whenever he was in Toronto he came in to consult and confide in me, and I can say this, that he was honorable in all his thoughts.

THOS. W. DYAS,

Manager Circulation and Advertising of Toronto Mail.

Mr. Weld was one of my most valued friends—a true friend—and one whose friendship I appreciated because it was warm and true. Canada has sustained a loss in his death, as we lose one of the most practical men we possessed, and one who always had the best interests of this country at heart honestly.

ALEX. McD. ALLAN,
Outside-Manager of the Imperial Produce Co., of Toronto.

I have known and done business with Mr. Weld for the last thirty years, and always respected his candor and honesty of purpose in all our transactions. He will be very much missed.

T. GUY, Sydenham Farm, Oshawa.

A Portrait of the late Wm. Weld.

We deem it appropriate this month to present to our readers a portrait of the late Wm. Weld, founder of this paper.

The Future Policy of the Farmer's Advocate.

The future policy of this paper will be as it has been in the past. That is, to advocate and forward the interests of the farmer in a most spirited manner, and in every legitimate way. No expense will be spared to maintain the high excellence to which the ADVOCATE has attained. It will continue to be worthy of its noble founder, and of the full confidence and patronage of the people of the Dominion.

The Cattle Shipping Enquiry.

Mr. Plimsoll, who has spent a lifetime in studying how he could best relieve sailors from the hardships that are undergone relative to their seafaring life, has of late turned his attention to the transatlantic cattle trade, and we hope that the enquiry thus entered into will have good effect in that the Government will be induced to look more closely into the matter. Those that are watching the agricultural exports of Canada, and have made a study of our future trade relations with Great Britain, must be more and more impressed with the fact that Canada's future prosperity depends upon her live cattle trade. It was cattle feeding that brought English and Scotch farms up to their wonderful fertility, and aside from the great source of revenue we derive through cattle-feeding for the British market, there is no other practical means by which our farms can be kept up or their lost fertility restored. Other countries are on an equal or better basis for exporting dressed beef, but none can equal us for the live cattle trade, and all the talk of shipping our cattle in dead beef form is just another nail driven in the coffin in which to bury this trade for us. The most profitable season to sell Canadian cattle in British markets, since the advent of the export trade, has been found to be after their stall-fed cattle are sold, therefore our cattle have made the best prices from June 15th until Aug. 15th, the worst time in the year to keep meat. The well-known tendency of meat shipped in refrigerator compartments to quickly lose its flavor, and often become tainted, has and will continue to militate against its use at the best prices. Therefore everything that can possibly be done to foster the trade in live cattle is what we require. Through the cupidity of ship-owners this trade has been greatly endangered; not satisfied with reasonable cargoes they have been in the habit of shipping a great part of the cattle on spar deck with a flimsy board shelter built as a protection from whatever weather they may chance to encounter. Although fastened to the iron stanchions above the bulwarks the thin boards of which this wretched shelter is composed are liable to be broken down or burst in by the first heavy sea, and the cattle that have been accustomed to comfortable quarters are drenched by the spray or whatever sea may break over the vessel, and the unfortunate beasts are knee deep in a mass of filth and sea water, and any provender doled out to them is completely spoiled before it can be eaten, by being saturated with salt water. From this it may be imagined in what state the unfortunate cattle shipped upon this deck arrive at British ports, and not much wonder that

disease has been found among them. The remedy is in better appointed quarters. If shipped on spar deck the shelter should be such as to keep out the worst weather, and so arranged that the attendants have ready access to the cattle, so that feeding and watering can be easily and conveniently done in all sorts of weather, and also between decks space arranged so that a plentiful supply of fresh air may be obtained without subjecting the cattle to draughts. Railways should be compelled to run their tracks so that cattle can be placed upon board the vessels without driving them through the hot streets, thus causing intense suffering through heating up the vessel while loading and by which means numbers are lost. If a few of these minor details be properly looked after, and which this trade deserves, we shall hear nothing more of disease among our Canadian export cattle. Through strong Government measures our cattle are perfectly free from the infectious diseases that are besetting other countries, and to derive the full benefit of this happy state of things it is necessary that the space allotted by steamship companies be properly inspected. Our cattle exporters also deserve to have their interests looked after that every facility be given to assist the handling of the cattle at the boats.

The Poultry Supply.

Poultry has been imported from Ontario in considerable numbers during the last two months, and at the same time vast quantities of wheat have been sent east that will make feed, and feed only. This is one of the things, as poor Richard says, "that no fellow can understand." With lower prices for grain and higher prices for poultry it is really strange that we cannot find it profitable to produce our own. It is not a case of finding it unprofitable, but we simply don't find it at all—we do not try. A bushel of wheat, such as has been sold in too many instances this fall for fifty cents, will keep a hen a year. If she lays eight dozen eggs in that year she earns, at the price eggs have averaged for the last year, at the very lowest, two dollars. If she produces five dozen of eggs, and from one dozen hatches eight chickens, there is still four dozen to be sold, which makes one dollar; and, suppose we raise six of the eight chickens to six months old, when they will be worth, if of a good breed and well fed, fifty cents each, and will have eaten possibly twenty cents worth of frozen or blighted wheat, which gives us another dollar and eighty cents, or two dollars and eighty cents in all. The figures make ample allowance for incidental losses, and are much below what the average should be, if care is exercised and a reasonable amount of common sense brought to bear on the business. Every farm in the province has facilities, or should have, for producing a good flock of chickens every year, with but little expense. Poultry utilize on a farm a great amount of food that without them would be absolutely wasted. In Ontario and the Eastern States the poultry yard is no small factor in supplying the family with groceries, and on most farms marketable grain is fed to carry the birds over when they cannot pick enough for themselves. How much more profitable then should poultry prove here, where we have large quantities of grain that is not marketable except at greatly reduced prices? It is to be hoped that we shall not in future be obliged to supplement our supply of poultry by importing from Ontario or the east, or of eggs, by importing stale ones from the south.