

of oleo-margarine. But butter itself is colored, and so is cheese. It is the part of every manufacturer of goods for sale to make them appear as attractive to the purchaser as possible. The whole art of "pleasing the buyer," which is so much insisted upon now a days, is based upon the same principle. As a matter of fact, if all goods got up to resemble one sort of manufacture, though made by another, were prohibited from sale half the merchandise of the world would be stopped.

The wrong does not consist in the coloring, but in the attempt to deceive. If there is no deception there is no wrong. The makers of oleo-deception there is no deception; the makers of butter assert there is. A simple and effective way of preventing deception would be to enforce a "labeling clause," by which every package offered for sale should be distinctly labeled what it is. The alleged unsanitariness and uncleanness of the oleo manufacture could be prevented by proper official inspection.

"Filled" cheese is an article that stands to "full cream" cheese in much the same relation that oleo-margarine does to butter, and yet "filled" cheese is not prohibited from sale. What is done is to see that it is properly labeled. When it was found that the labeling clause was evaded the evasion was rightfully considered criminal, and it was soon promptly enforced. The same course of procedure should be pursued in the case of oleo-margarine.

Regretful as we are to say it, we predict that the opponents of the anti-color law will ultimately be successful. The friends of butter have pursued a course that is contrary to the principles of modern legislation.

### Getting Fruit to Market.

We believe there is nothing in Canadian agriculture more important just now than the securing of reasonable rates for the transportation of perishable farm products. The most pressing necessity however, is the securing of quick and cheap facilities for the transportation of fruit. As things are now the grower of our most delicious varieties of fruits has an unreasonably hard time of it. He cannot send his pears or his grapes or his peaches to the States, because of the duties. If he sends them all to Toronto or to Montreal he congests those markets, and gets about half price for his goods. If he sends them to other markets he is met by unreasonable rates, and by high commissions and double profits from middlemen. If he tries to send them to England, he finds that just when he needs it most, he cannot get cold storage, and if he uses ordinary freight facilities his goods spoil on the way. Just when he should have ample time to make bargains with transportation agents and commission merchants, and to watch the shipment, carriage, delivery, etc., of his goods, he is busiest on his own place getting his fruit picked, assorted and packed. He has to accept the prices offered him, no matter what they are; and he has to put up with the rates granted him no matter what they are. Everything has to be done in a rush or his goods will spoil on his hands. Is it any wonder that our fruit men get discouraged?

This last month the best peaches ever raised in Canada were sold in little retail shops in Toronto for 25 cents a basket. These peaches had to be grown and be picked, assorted and packed; had to be brought to the wharf at Niagara, and be transported by steamboat to Toronto; had to be handled there by middlemen and be sold and delivered to the retail shopmen; had to be handled again by these shopmen and delivered to the individual purchasers, and the sum total paid by the purchaser for single baskets (including the basket and the netting) was only twenty-five cents each! Over and over and over again the thing was done for thirty cents and for thirty-five cents, and we have heard of even as low as fifteen cents and even ten cents being paid. Is it any wonder then that the heart of the fruit grower grows sick?

If the low price of 25 cents a basket ruled over the whole province, it would not be such a public disgrace. Everyone would say, "It's rather hard

on the peach-growers, but it is a good thing for the people generally." And in time things would right themselves. Less peaches would be grown, or they would be grown more cheaply, and the ordinary laws of supply and demand would govern and rectify all. But in the matter of these quickly-perishable fruits, the laws of supply and demand don't govern and they are not permitted to govern. They are all neutralized by transportation difficulties.

There are hundreds of thousands of people in Canada who would gladly pay fifty cents a basket for peaches, who never see a peach from one year's end to the other. We know of one instance this year where an enterprising farmer came to Toronto and purchased a number of peaches at 25 cents a basket and then took them home sold them to his neighbors at 60 cents. But how radically wrong must a system of national transportation be which can permit of any such inequality between producer and consumer. Think of it; 10 cents a basket at most to the fruit grower on one Ontario farm, and 60 cents a basket to the fruit consumer on another Canadian farm not a hundred miles distant—five hundred per cent. consumed in transportation and middlemen's profits!

Now this is all wrong, and as wrong as anything can be, and a crowning disgrace to our modern civilization; and it all comes about because people will persist in being governed by old-fashioned and out-of-date methods of government instead of by new ones that are suited to modern conditions of society.

We do not want to be tiresome in our iteration. But we will ask one question: "What are governments for?" And can anyone think of a better answer than this? "To do those things for the people which the people as individuals cannot do for themselves." And will anyone say that this is being done, when in one district of the country it will almost pay the producer of the most delicious of our fruits—the finest the world produces—to let it rot upon the trees where it grows rather than pick it and market it, and when in thousands of other districts of the country the people can not buy this fruit because it is so high-priced that to use it seems a wanton luxury. We shall return to this subject again.

### American Action re Fruit Transportation.

In another article, we have called attention to the difficulties under which the Canadian fruit-grower labors, in order to get his goods into the hands of the consumer without paying a price for transportation that destroys his profits. We are glad to notice that both the American farmer and the American farmer's press are taking up the question in their country with a view to securing much lower rates. *The Rural New Yorker* of a recent date says:

"There has been much complaint of late years over the express and freight rates charged for transporting fruit. These rates are generally too high as compared with other merchandise, and certain fruits are classed in such a way as to make the rates almost extortionate. A fair statement of the rates charged for fruit as compared with other classes of produce will be enough to startle most fruit growers."

The "Farmers' National Congress" which recently met at St. Paul passed some very strong resolutions on the subject, and appointed a standing committee, to be known as the "Classification and Rate Committee," to represent fruit growers, and endeavor to secure such concessions, as to classification, etc., from the railway companies as will bring about a reduction of rates. The same sort of action is needed here, only unfortunately our railway rates are as yet in no way under public control.

### NOTES AND IDEAS.

Pennsylvania State College is establishing a cheesemaking course to follow its already established creamery course. Each course is six weeks long. The creamery course includes a course in ice cream manufacture. The object is to encourage the establishment of wholesale ice cream departments as parts of the creamery business.

Sheep-shearing by electricity would seem almost incredible to Canadians, and yet it has been tried, and tried successfully, in Montana. At Great Falls, in that State, this season, a set of twenty sheep shearing machines were installed, obtained from Birmingham, England. The machines were driven by a six horse-power electric motor, the power being furnished by the street railway company. The shearing-sheds were erected near the railway station, and the sheep to be sheared were driven in from the neighboring ranches. In less than three weeks 16,184 sheep were sheared by the machines, the number averaging about 100 a day per machine, when kept fully employed.

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Few people in Canada have any idea of the extent of "melon farming" in the southern middle States; and still fewer, we fancy, know that to supply the seed necessary for this sort of husbandry a new industry, called "melon-seed farming," has sprung up in western Kansas. In that arid country it is so rainless that the farmers cannot grow a half ton of corn to the acre, and yet the soil and the climate there seem to be so well suited to the growth of melons that from twenty to fifty tons of melons to the acre can be raised with absolute certainty, although this fruit is said to be 99 per cent. water! The melons in western Kansas are raised principally for their seed. When the fruit is ripe the melons are gathered up on wagons and conveyed to a sort of threshing-machine (run by horse-power), that breaks them up and separates the seed and pulp from the more solid parts. Then the pulp and seed are put into vats or tanks, where, after being left for two or three days, the seeds separate from the pulp. The seeds are then taken out, washed, dried, and shipped to the big seedsmen of the east. These melon-seed farms average from 80 to 160 acres each; and the crop is found to be from two to five times more profitable than any other that can be raised in that region.

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In Sweden there are twenty dairy schools where young farmers, farm workmen and teachers are instructed in the art and science of butter-making. There are two principal schools, one of them being attached to the State Agricultural College of Ultuna, near the University of Upsala. These schools are splendidly equipped, and are under the direction of instructors of eminence. Over all the schools is a State Commissioner, whose duty it is to supervise the work of dairy instruction as carried on in the schools, and also to promote the interests of dairying in Sweden generally. In 1886, the export of butter from Sweden was 150,000 hundred-weights; in 1895, it had risen to 469,000 hundred-weights. The principal amount of the export goes to Great Britain. A significant thing is the fact that a great deal of Sweden's make of butter goes first to Denmark, and is thence reshipped to Great Britain. This is because of Denmark's excellent reputation. The number of dairies in the state is between 1,700 and 1,800. Most of them are proprietary; but in other respects they are managed similarly to our own co-operative creameries. Separators are used in about one-half of the Swedish dairies; in the other half the cold-setting system is still retained. Ice is very generally used, and great attention is paid to the cooling of both milk and cream.

### Congratulations.

We have received numberless congratulations from our subscribers and others on our change to a weekly. We append a few:

From Mr. E. E. MARTIN, Canning, Ont. "Enquiries for stock are plentiful, thanks to FARMING, which is the best stock paper going."

From Mr. J. W. JOHNSON, Underwood, Ont. "I am very much pleased with FARMING since it has become a weekly. I would not be without it for a good deal."

From Mr. T. B. MILLAR, Inspector Western Butter and Cheese Association. "I am very glad indeed that FARMING will be issued weekly. I wish you every success."

From Mr. PERCY C. POWYS, Fredericton, N.B. "I appreciate your move in making FARMING a weekly, though I shall be sorry to miss the very excellent monthly magazine that you have published during the past two years."