

thing like 12 cents per pound, and the sixty-pound cans sold to net about 7 cents per pound.

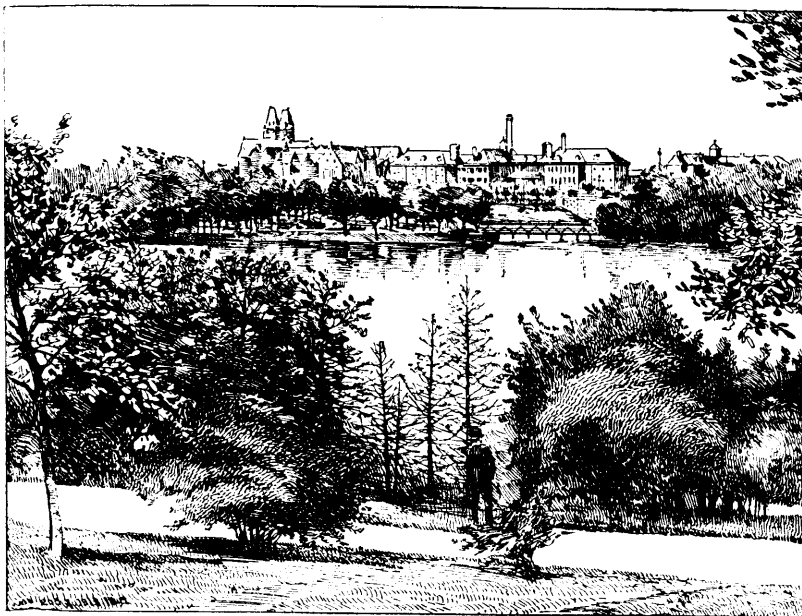
This was of course encouraging, and the Company decided to send over more honey. In fact several carloads were sent with a gradually diminishing price and slower sales. What the reason was I do not know.

A young man in the Company's office at Brantford went to England especially to pack the honey, sell and introduce it there. He reports that a large business can be done in Canadian honey, but that it wants careful and energetic work to do it.

The Company also tried comb honey, and comb well attached to the wood, with a goodly proportion of cells filled next the wood, has gone with entire safety, as anything else we know by sad experience, is likely to break in transit and be a disappointment to the shipper and purchaser. This matter is well worth taking hold of.

I had hoped to see in the large cities of England at least places or depots where Canadian produce of first quality and nothing else would be sold, either by private or public enterprise, but there may be objections seen by those who have looked at the field more closely. In this the motto should be, the greatest good to the greatest number.

by no means benefit of whatever produce he may have in the conveyance with him.



Site of the Pan-American Exposition, to be held at Buffalo in 1901: View across North Bay of Park Lake, from near the Country Club.

EXPENSE OF GETTING PRODUCE TO MARKET.

One of the most serious drawbacks with which the farmer has to contend, is the difficulty and expense of transferring his produce to the market. The conditions of the roads is such as to leave him largely dependent upon the state of the weather. For bad roads and bad weather form a combination which now goes hand in hand, which seriously interferes with the prosperity of agriculture. The greater part of marketing, too, is done during the time of year when the weather is most likely to be unfavorable.

With roads, however, which are properly built; which rain will not soften and convert into quagmires; which frost will not upheave and leave in a spongy state; but which at all times present a hard surface; with such roads a journey can be quickly made at any season of the year, and stormy weather becomes a matter of minor importance, leaving the farmer free to transact business, and market his produce under circumstances most favorable to himself.

What are these circumstances most favorable to the farmer? One is that he shall have a thorough acquaintance with the markets either through the medium of the newspaper, through personal visit to the buyer, or other medium of information. This implies that a journey over the road to the postoffice or to the town may be quickly and readily performed, it implies that the roads must be good.

A circumstance which the farmer must not overlook is that, having a close insight into the state of the market, he may be able to transfer his produce at the time he considers most suitable, irrespective of roads and weather. This is particularly true of wheat, changes in the price of which are at times rapid and of considerable amount. What is true of wheat is true of other staple articles of farm produce which are frequently kept locked in the barn while prices rise and fall, bad roads preventing them being moved.

GOOD ROADS AND GOOD QUALITY.

Another matter in which the farmer can make the marketing of his produce more favorable to himself is to carefully guard the quality. Fruit, vegetables, butter and dairy products are by no means improved by being jolted over a rough road on a hot day. A good road makes the time required for the journey shorter, and the greater smoothness of a good road causes less bruising and crushing. A dusty road cannot be fully guarded against, for dust will

The Transportation of Farm Produce

By A. W. Campbell, C.E., Provincial Road Commissioner.

The advantage of living in a city consists largely in the fact that sidewalks are good, pavements are good, street cars are convenient, household requisites may be ordered by telephone and quickly delivered at the door; the means of getting from one place to another and of obtaining all needed articles are of the best.

Compared with farm life, the contrast is striking, and it becomes apparent that one of the greatest disadvantages of farm life is that there are no sidewalks, roads are bad, and that all means of going from one place to another, of transferring goods are difficult and laborious. It cannot be said to be wholly due to the fact that distances are greater in the country than in the city. To go five or six miles on a stormy day in the city is by no means uncommon, and is quickly and easily travelled by street cars; whereas the same distance in the country is often a journey of considerable proportions in view of the difficulties presented by bad roads and the less convenient means of travel.

The lesson is an obvious one. The isolation of the country is not a matter of miles, but a question of the most convenient means of travelling. While the farmer cannot hope to place himself wholly on a par with his city cousin in this respect, he can certainly do very much more than has been done in the past to improve his facilities for transportation. The farmer, except in a few favored localities, cannot have the electric street cars stop at his door, but he can remove much of the inconvenience which impedes him in all his business and social relations, which in many localities renders country life one of complete isolation for certain parts of the year.

Not only are the roads in a very bad condition during the wet season, but so much are they cut up at these periods that for a great part of the summer they are rough and disagreeable. When the roughness disappears, it means merely that the ruts and ridges are smoothed down into beds of dust, which rises up in clouds on the slightest provocation, to the intense discomfort of the traveller, and