

orchard and a number of other branches can be carried on successfully, all affording opportunities for that skill, energy and attention to details so characteristic of the British farmer. Moreover, conditions, socially and otherwise, are more like what he has been accustomed to, and if he has sufficient means to buy and pay for a farm and will put his best energy into the work, he is sure of a good living and a little more besides.

The advice of this noted Englishman should be acted upon by the government, and the advantages of the older provinces for profitable agricultural operations brought before the British people. Perhaps the local governments could do this best for their respective provinces. In any case, the opportunity should not be allowed to pass by.

The "Globe" took this matter up in a recent issue. With what it said as a whole we agree, but not with the following:

"Our population is deteriorating in calibre and quality, and it would be of assistance in many ways to have a considerable infusion of British farmers with capital to invest."

If the meaning of this sentence is that the farmers of Ontario are deteriorating mentally and physically, we desire to enter a protest right here. With a greatly increased acreage of tillable land to work, and adequate farm help almost an impossibility to obtain, the Ontario farmer is today accomplishing wonders in hard labor and physical endurance. Besides, to compete successfully in the markets of the world in these modern times, great mental and intellectual force is necessary. That the Ontario farmer has this in a large degree is shown by his successfully entering those markets and more than holding his own in competition with the world's greatest producing countries. Neither mentally, morally nor physically can it be shown that the Ontario farmer of today is inferior to his predecessor of half a century ago or to any of his competitors the world over.

U. S. Millers Want Manitoba Wheat

In June 1st issue we dealt briefly with the desire of American millers to obtain more No. 1 hard wheat from Manitoba and the Territories in order to grade up the quality of their flour. From reports published this week, this desire will be focused into practical results if the millers have their way. A bill will come before congress at its next session permitting the refund of duty on foreign wheat exported in the form of flour. In effect this means that American millers can buy Canadian wheat, pay the duty on it, grind it into flour, retain the by-products at home, export the flour to compete with Canadian in the world's markets and have the duty refunded. The arguments for the bill are that it would give em-

ployment to American capital and labor, increase the demand for barrels, bags, etc.; help the transportation companies; and check the ruinous competition of Canadian wheat and flour in the world's markets. It is stated that American mills would be able to grind the whole of Canada's surplus wheat product. It is also stated that by thus getting control of this surplus, competition would be lessened and American milling interests could control the price of wheat and flour depressing the former and advancing the latter as they saw fit.

Such, in brief, is the substance of what is contemplated. Whether it will be of benefit to the Canadian wheat trade remains to be seen. If the duty on wheat entering the United States were removed it would, no doubt, advance the price of our wheat. But nothing of this kind is intended, the duty will remain, and the American miller will endeavor to corner the market and control the price of wheat both in the United States and in Canada. In our opinion Canada will gain more by exporting wheat and flour direct to British markets and have it sold as Canadian. In fact, the ideal plan would be to grind all our own wheat in Canada, retaining the by-products for stock feeding, and giving employment to more of our people. We have just as good facilities for milling as are to be found in the United States, and if more capital were invested in this industry it would benefit the country in more ways than one. Canada has already established a reputation for high-class flour, which should not be lost by allowing our surplus wheat to be directed through United States channels and the product sold not as Canadian, but as American flour.

Selling Eggs by Weight

A year or two ago this subject was to the front, and a bill to legalize selling eggs by weight was introduced into the House of Commons. Nothing has been heard of it lately, and yet the arguments in its favor are just as strong as they ever were.

Under the present system, the producer of large eggs and the consumer of small eggs always get the worst of it. By actual test it has been proven that 150 eggs of one breed of fowl will weigh as much as 213 eggs of another breed, and yet the producer of the latter will usually get as much per dozen for his eggs as the producer of the former. The middleman who buys them, will generally make a distinction when selling to his customers and charge more for the one than the other, but the producer does not get any benefit from it. In the case in point, if the eggs sold at the same price per dozen, the buyer would pay 42 per cent. more for the small eggs than for the larger ones. The larger ones are better in many ways. They give a larger quantity of nourishment and the quality is better. Many claim

that, pound for pound, large eggs are worth more than small ones.

One of the objections raised to selling eggs by weight is that it would be difficult to work out. It would be hard to make a certain number of eggs weigh a pound. But this is a very mild objection, as eggs could be sold by the ounce as well as by the pound, and a customer could buy a certain number of ounces. If under the present plan, eggs are selling at, say, 24 cents per dozen, and a customer wants 15 cents worth, does the storekeeper hand out 7½ eggs? Why, no; he simply sells only 7 for 15 cents, or the customer is obliged to be content with 14 cents worth, or to expend 16 cents for eggs. And so, in selling eggs by weight, it would not be necessary to break an egg to make the exact amount. A certain number can be weighed and the customer pay for them just what they are worth.

County Agricultural Schools

In Wisconsin, during 1903, were operated two county agricultural schools. The experiment in both cases was most successful. The schools are located in Dunn and Marathon counties. The Dunn county school was installed largely through the liberality of the citizens. The actual expense of maintenance was a little less than \$6,000, of which the state paid \$4,000 and the county \$2,000. This meant for the county a tax rate for the support of the school of a little less than two-tenths of a mill. No farmer should object to this small tax when he derives so much direct benefit from the school and the money is spent in his own county.

Regarding the work carried on, the annual report for 1903 says:

"Besides its main work of teaching the sons and daughters of farmers, the institution is doing much to help all farmers of the county in a number of ways which are most practical:

"1. By instruction given directly to the people in farmers' institutes.

"2. By free testing of milk from each cow of any dairy herd.

"3. By distribution of farmers bulletins and agricultural books.

"4. By helping rural teachers to handle elementary agriculture and manual work in their schools.

"5. By more or less free seed distribution.

"6. By giving technical information to individual farmers regarding stock, new crops, soils, etc.

"There are several other ways of helping farmers which the school will commence as time and opportunity offer."

Refrigerator Cars for Cheese

On July 1st, 1904, the C.P.R. began supplying upon proper application from shippers, where practicable, refrigerator cars properly iced for the transportation of cheese, in carloads, minimum 24,000 lbs., consigned to Montreal for local delivery or for export. Until Sept. 10th the Ottawa Government will assume the cost of icing to the extent of \$5.00 per car, not exceeding forty cars per week.