

Utility in the Show-room.

Unfortunately, our show specimens run too much to shape and feather, and while we acknowledge that the shape must be preserved to characterize the breed, and feathers conform to their requirements to maintain the claim of the bird to a variety, there is a question if too much is not sacrificed to these qualities.

From a farmer's standpoint, we would like to see every exhibitor of a breeding pen compelled to show a sample of the finished product of his yards in the "dressed fowl" class, and a dozen of the eggs laid by the same birds, and thus enable the public to see something of what the product of the yards are.

Poultry shows should be instructive, and more along utility than fancy lines. It is something like telling fairy tales to say this pair of birds are "worth \$20.00, because their shape and feathers are so nearly perfection." The average farmer is not paying good money for fancy, but demonstrate this pair is worth \$20.00 because they will grow so much flesh on so much feed, or lay so many eggs in such a time, and you catch him in a part likely to interest him.

The Value of Green Cut Bone.

It is strange the number of times we require to be told a truth before we believe it.

We have all heard of the man going around trying to sell a good \$5.00 bill for a silver dollar—none would buy. The offer was all right, and the V. would have been given in exchange for the I., but, though they were assured it was good, there was no sale. It is the same with "green cut bone." The first twenty times we are sceptical; the twenty-first we think there is something in it; the fiftieth time we have a good mind to try "ten" cents' worth, and by the time we have thought of it for the five hundredth time we decide "there must be something in it; I'll get a bone cutter."

Now, to try and demonstrate that there is something in it, here are a couple of comparative tables to think over.

It is an axiom of the poultry world that a hen is an egg machine, i.e., give her egg-making food and she will lay eggs.

Most fowls are fed grain foods rich in protein and poor in fats; few get "cut bone" rich in fat. Below is the analyses of eggs and fresh beef:

	Fresh	Eggs.
	beef.	
Water	64%	74.5%
Protein	14	12.5
Fat	21	12
Salts	1	1

Now, we must not run away with the impression that by fresh beef is meant only the sirloin cuts. "Fresh beef" includes the waste of the animal, and this analysis includes the bone as much as the steak.

Such being the case, why not give the hen a chance to show what she can do. Give her a balanced ration, in which the proportion is one part protein to four or five parts carbohydrates, but without the use of green bone, or a meat food of some description, it is not possible to secure this ratio.

Prices of Stock.

The process of education goes along but slowly. As a matter of fact, there is no royal road to an education. We all have to learn by experience, if we decline to learn as we read. And this is as true in poultrydom as anywhere else.

To the south of us, where poultry is cultivated, and the products of which are greater than the beef and hog products combined, the value of a good bird is known.

The writer has recently seen some prices of pure-bred fowl of fairly good quality quoted. For instance, a Plymouth Rock pullet, good weight, pure white, and good comb, \$20.00; another pullet, a little better, and fit for the exhibition pen, \$50.00.

Another breeder, from Michigan, quoting price on a Buff Orpington cockerel, weight 9 lbs., good color, except just a trace of white in wing primaries, \$20.00. Pullet, good in head and shape, good in color, except a little black in tail, \$10.00. Birds for exhibition a matter of correspondence.

Offer these men three to five dollars for a "cull" bird, and they will write that this sort are usually sold plucked and dressed, ready for the oven.

We recall a young and ambitious amateur breeder purchasing some birds of a heavy egg-laying strain of Plymouth Rocks, at a pretty good price. The birds started laying, and kept on laying. He waited and watched for some of them to stop laying, but they didn't; and about 200 eggs were produced. July arrived, and "Amateur" was a breeder, gently kicking. The breeder replied in a friendly, "that the birds

were bred to lay, and broodiness was nearly bred out of them; further, that birds of value were of more profit laying eggs worth \$2.00 to \$3.00 per dozen than setting on them, as any old hen worth 40 to 60 cents could do this work, and an incubator and brooder would do it better." Our friend then acknowledged that the grin was on him.

To get first-class stock for a specific purpose costs time, trouble and money, and when obtained, inexperience often spoils the work of the original breeder.

The Incubator.

Incubators should soon begin to occupy attention, if chickens for the early market or in any considerable number are to be raised. The incubator and its complement, the brooder, are as necessary to the poultry raiser as is the cream separator to the buttermaker; without them operations must necessarily be very limited and risky; with them the operations may be indefinitely extended and brought very much more under the control of the operator. But if anyone is contemplating purchasing an incubator, let it be a good one.

GARDEN AND ORCHARD.

The Northwest Fruit Trade.

The fruit-growers of Ontario look forward to the development of a large trade in the Northwest for their products. With the rapid settlement of that vast country, and its unsuitable climatic conditions for the growing of orchard fruits, it is but reasonable to expect that a large part of our fruit should find a profitable market there. But the establishment of a large and profitable trade with that section of our country will not be all plain sailing. There are many difficulties to overcome. There is constant complaint of fruit from Ontario arriving in bad condition, while that of our competitors from the Western States and from British Columbia almost invariably arrives in first-class condition. Just here it would be interesting to know what, if any, advantages they possess in the way of transportation. It is freely admitted that they are ahead of us in the matter of packing and grading. An important factor in favor of fruit grown in the dry climate of the Southern Pacific Coast is that it will carry farther in good condition than that grown in Ontario—more especially the perishable fruits, such as plums, pears, peaches, and grapes. But Ontario has a very important factor in its favor that should more than offset this, viz., that the quality and flavor of Ontario fruit is conceded to be superior to that grown anywhere west of the Rocky Mountains. Therefore, the obstacles to be overcome are principally those of packing and transportation.

In the matter of packing, it seems certain that the barrel and the basket will have to be abandoned in favor of the box. For apples and pears the trade of the West prefers the box; it is handier than the barrel, and is particularly suited to the retail trade, as it is the size of package suited for family use, more especially in the case of early and fall apples. In the case of the latter, it gives thorough ventilation, and the fruit lands in better condition. The bushel box for apples and the half-bushel box for pears, as recommended by the committee of the Fruit-growers' Association at their last annual meeting at Leamington, it may be safely asserted will be the standard packages for the Western trade in the future. For the more tender fruits, the splint basket will have to give way to the shallow box. The basket is not strong enough to stand the pressure when piled up several tiers high in the car. The bottom tiers are pretty sure to come to grief. The stronger, shallow box will allow of better ventilation; will not crush with the weight, and will carry the fruit in better condition.

With respect to the grading and marking, the thorough enforcement of the Fruit Marks Act will, no doubt, keep matters right, so that purchasers will have every confidence in the quality of the article they buy. When we come to the question of transportation, we encounter the greatest problem in the whole situation. There is no satisfactory answer to the question, "Why should fruit be made subject to such a relatively higher rate than other products?" One of the first answers to that question would, no doubt, be that it is more perishable and requires quicker transit. But, except in the case of that shipped by express, we have little evidence that it gets it. The complaints as to fruit shipped by freight and spoiled through delay during the warm months, and large quantities frozen in the late fall from the same cause, "Delay in transit," all point the other way. The transportation companies make sure of the freight charges, by requiring them to be prepaid or guaranteed when there is danger of frost, and marking the freight bills at owner's risk. In addition to a reduction of rates

there will have to be something more definite as to the responsibility of carrying companies. If a company can leave cars of perishable freight side-tracked at junction points, and otherwise delayed until it is spoiled, it will not do to allow them to slip out of their responsibility by simply writing "Owner's risk" across the bill of lading, and still continue to charge unreasonably high rates for this class of freight, on the ground that it is perishable and requires quick transport.

It has often been said, and is no doubt true, that in order to get anything from a railway company, in the way of reduction of rates or improvement of service, you must be able to convince them that it will pay them to do it. Up to the present the Joint Traffic Association, representing the railways, has been the medium of communication between the railways and the public for the adjustment of grievances. We are shortly to have a Railway Commission, clothed with powers to adjust such grievances as are now shown to exist; and upon the strength and clearness with which the case is presented to them much will depend. The Manufacturers' Association were wise in their selection of a railway expert to represent them before the commission. It is absolutely necessary to know something of the ins and outs, the details of railway business. When the railway companies have anything to accomplish, they employ the best men they can get, and are always able to present a strong case. When matters of this sort come before the commission the railway people will be sure to make out the strongest case possible. The Fruit-growers' Association have appointed a strong committee on transportation—men experienced in shipping, and good business men—and they will be able to present a strong case, no doubt, but something more is needed; someone with an expert knowledge of railway business should be on that committee. A great deal is expected from them. The Fruit-growers look for the redress of their grievances in the success of the committee before the commission, and they will need to go well prepared, if they are to accomplish anything. They have wily opponents to deal with, but it must be remembered that we owe the railways nothing. They have received large grants in money and land; they have been bonused and subsidized to an enormous extent; they have been granted franchises worth millions of dollars, and we are asking nothing unreasonable. We ask that they shall not be allowed to hamper interprovincial trade by unjust exactions; that our goods shall be carried at a fair rate, that will leave something for the producer, instead of paying half the entire proceeds to carry the product to market; that our products shall not be destroyed in transit through negligence while we have no redress. We believe in the old adage, "Live and let live," and we object to be squeezed in order that these subsidized corporations may pay dividends on watered stock representing millions of dollars. We are nearing the dawn of a brighter day.

British Market for Fruit Pulp.

The British people consume a great quantity of jam. Everyone who can afford it in that country eats jam. A great deal of the material for the manufacture of jam is imported in the form of fruit pulp. The fruit is pulped and preservatives are used to keep it from fermentation. In some parts of Canada this year large quantities of plums were never gathered, but allowed to rot and go to waste simply because they would not bring enough on the local markets to pay express and commission charges and cost of packages. At the same time, there were lots of people in our own country who would be glad to pay a good price for them, if they could get them, and in the Old Country there was a great scarcity of material for making jam. It is simply barbarous that this waste should occur under these circumstances; surely, the enterprise of our people will not allow this to continue.

A resolution was passed at the Fruit-growers' meeting at Leamington, in favor of removing the duties on sugar. Cheap sugar will develop the jam trade in our own country. England is able to buy fruit pulp, manufacture it into jam, and then sell the jam to the countries furnishing the fruit pulp from which the jam is made. They are able to do this because of cheap transportation rates and cheap sugar. There is room for the development of a large trade in our great Western domain in jam, canned and evaporated fruits, and the British market, in the meantime, should be thoroughly exploited for this class of our products.

Special Clubbing Rate.

In order to greatly increase our subscription list, we make the following liberal club rate: One renewal and one new subscriber, \$2.50; one renewal and two new subscribers, \$3.25. Regular subscription price, \$1.50 per year (52 numbers). Show prospective subscribers a copy of the weekly. Every farmer should have it. Address, "Farmer's Advocate," London, Ont.