

FARMER'S ADVOCATE

AND HOME MAGAZINE

* AGRICULTURE, STOCK, DAIRY, POULTRY, HORTICULTURE, VETERINARY, HOME CIRCLE. *

VOL. XXXII.

LONDON, ONT., AND WINNIPEG, MAN., AUGUST 2, 1897.

No. 435.

EDITORIAL.

Guarding the Interests of our Readers.

Dairy farmers throughout Canada, the United States, and elsewhere, will peruse with interest the account given elsewhere in this issue of our negotiations with the "Queen" Butter Maker Company, of Ohio, and the result of the test made for us by Superintendent Sleightholm, of the Western Ontario Dairy School, of the churn which this company desired to push by means of advertising in the FARMER'S ADVOCATE. While from an immediate monetary standpoint their \$500 offer might seem tempting in these times, still when we found our first adverse judgment of the apparatus fully confirmed by the two trials made we could not do otherwise than exclude the advertisement from our columns. The policy of this paper has ever been to "hew to the line, let the chips fall where they may," and that course we propose still to pursue. To have done otherwise, in the above instance, would have been, in our belief, an injury to dairy farmers, and in the end most detrimental to our own interest. Heretofore we have enjoyed the steady and increasing support of substantial and progressive farmers, and upon that we still rely even though we have to "turn down" other \$500 orders rather than forfeit their confidence.

From Producer to Consumer.

Struggling against the ever-increasing inflow of foreign and colonial agricultural products, the English farmer has during the last two years been receiving some compensation from a few of the railroads running into Old London in the way of special inducements to direct dealing between producer and consumer whereby a good deal of intermediary expense is done away with.

The Great Eastern will take on fast passenger trains produce boxes weighing not more than sixty pounds and deliver them at the buyer's house in London at the rate of eight cents for twenty pounds and two cents for every additional five pounds. Any kind of produce is taken, and consignments of assorted lots are allowed, the only condition being that the goods be properly packed in wooden boxes of specified shape. The company itself sells boxes of various sizes of the regulation pattern at from three to ten cents each, so that the return of "empties" is avoided. This system does away with the objection to small packages, that they are difficult to handle and inconvenient to pack, and puts the small farmer on a level with the shipper of great quantities. He can now send goods for less than half the rate formerly charged, and this gets him 96 per cent. of the gross retail price of his goods.

At a recent conference between the railway authorities and the leading agriculturists in East Anglia, it was stated that during the past year no fewer than sixty thousand of these inexpensive boxes had been carried over the line, and that during the first two months of the present year the number transported was more than four times that carried during the two corresponding months of 1896. The average value of the contents of these boxes was just under \$2 each.

In the hope of developing this feature of its business and of making it income-yielding, the Great Eastern issues a directory of eight hundred producers desirous of town customers, and gives producers such information as it can about finding buyers. The South-Western and the Great Western have arrangements of a similar nature. The railroads report a growing traffic, but slowness on the part of the farmer to respond to the advances. Yet they are satisfied to continue the enterprise.

This is a feature of transportation that will yet draw attention in Canada, especially in agricultural sections within reasonable reach by steam or electric cars of the larger cities.

Deadlocks in Judging.

While favoring the one-judge system as, on the whole, the most satisfactory where really competent men can be secured, we freely admit the difficulty experienced in getting competent men in all classes who are not interested as exhibitors or do not sustain such relationships to exhibitors as to render it inadvisable for them to act. A single judge who knows his business will do the work more expeditiously than two or three, and, as a rule, will do it as well if not better. He feels the full weight of his responsibility, since he has no one to share it with him and no one on whom to shift the blame if mistakes are made, as was often done under the old system of a committee of three. Next to one good judge we approve of two good judges, with a competent referee appointed by the same authority as the two acting judges, and chosen from the list approved by the Breeders' Association. If the two differ or disagree, and one is not able to persuade the other to see differently or to yield to his reasoning, it is generally known wherein they differ, and the referee is called to decide between them as to the order of merit of the two animals in dispute. It may in such cases be known just where each of the three stands, and the responsibility can then be placed on the proper shoulders. We contend for the appointment of a referee for the reason that we know that cases have arisen and do arise in some classes nearly every year where the two judges fail to agree, and the tie is broken by a third man selected from those who happen to be around the ring at the time, and generally by agreement of the two acting judges. The objection to this is that the suggestion for the choice of the third man may come from one of the exhibitors indirectly, or may come from one of the judges who is ambitious to have his judgment or choice sustained and may in some way indicate to the third man where his choice lies. In either such case there is the element of self-interest at work, and some show of reason for suspicion that the final decision has not been based solely on the merits of the animals. In the case of the two judges differing where there is no official referee we submit that the selection of the third man should be made by the authority which appointed the acting judges, or the committee of the Association in charge of the department, and if possible from the list of judges recommended by the Breeders' Association. Such course need not block the work of judging by reason of the delay involved in consulting the committee, as all that would be necessary would be the return of the animals in dispute to their stalls to be called out later for re-examination by the umpire chosen. It is not to be wondered at if exhibitors object to submit to the selection of a referee or umpire chosen by the judges or at the suggestion of an exhibitor, and threaten to withdraw their stock rather than be placed in that position. An exhibitor finding himself in this position should appeal to the chairman of the committee for the department for the appointment of an independent and capable referee whose decision should be final.

It is reported that in France experiments have been made which have proved successful in killing wild mustard, namely, spraying the infested field with a solution of sulphate of copper (bluestone). In the French trials the solution was a five per cent. one—that is, 5 lbs. of sulphate of copper to 100 lbs. (10 gallons) of water—and a little over 200 gallons were applied to one acre. Both mustard and thistles were killed in one trial, and in another the former was either killed or so injured that it could not produce blossom. No mention is made of lime, but it is stated that the copper solution did not harm the oats or spring wheat in which the mustard was growing.

A Trip to Manitoba and the Wabigoon Country.

(EDITORIAL CORRESPONDENCE.)

It was my happy fortune to leave the hot city of London, Ont., on July 10, for Winnipeg, by the C. P. R. SS. Alberta, which sails from Windsor to Ft. William, at the head of Lake Superior. We had little more than started when the passengers—over 100—assumed a restful, contented attitude, because of the refreshing breezes, and the characteristic, comfortable equipment of this superb boat. During the first afternoon and evening hot-weather garments were quite in order, and, indeed, very comfortable, but on Sunday morning passengers who had been wise enough to provide for a lower temperature were able to sit or walk in the breezes, while very many had to remain in the cabin or other sheltered spots to avoid shivering, however refreshing it may have been in contrast with the 90° in the shade in which we sweltered a few days before. Lake Huron is a beautiful body of water, deep blue and expansive. On the 11th inst. the atmosphere was clear, so that we were never very long out of sight of land on one side or the other, and hardly an hour passed that we did not meet or pass a number of freight boats—whalebacks chiefly. Those going our way floated high in the water, while those southward bound, being loaded, rode much like a log of green timber. These were being towed in twos, while in some instances three lumber boats were being hauled by one tug. A few passenger boats were seen, but in no case did we fail to overtake and pass every one going our way. The famous "Northland" was met on Sunday p. m., but our passengers did not envy them their passage while we could ride on the Alberta. The boats of the C. P. R. line are fitted for speed and comfort, and their service is all that one could desire. The courteousness of the attendants was the cause of general remark, and quite in keeping with what characterizes their splendid train transportation service.

We reached Sault Ste Marie on Sunday evening about 4:30, and as the Canadian locks are not opened on Sundays we had to pass by the American canal. We were detained here only a very short time, and were soon facing a stiff, cool breeze which was much enjoyed. From sunset until dark a number of us enjoyed watching a very beautiful mirage in the western sky which resembled a terraced town beautifully located. On Monday night our stateroom windows had to be tightly closed, and even then it required heavy comforters to keep us warm. On Monday morning we were reminded by the temperature and the lowering sky of an October morning when we have gone out to plow wearing mittens. This day was pleasantly spent, as we had become acquainted and had nothing to do but visit. We did not meet as many boats as on Sunday, as we were out of the Duluth route. We reached Port Arthur at 4:30 p. m. and Fort William half an hour later. The former place has apparently not much of especial interest since the C. P. R. made Fort William its elevator center. They have three magnificent elevators, having in all a capacity for some 4,000,000 bushels of grain. The landscape about here is very pronounced, there being rocky points some 1,700 feet high.

There is little of special interest between Fort William and the Wabigoon country. We passed it during the night. It is a combination of rocky formation half covered with scrubby vegetation, interspersed somewhat irregularly with picturesque lakes. This embraces some 200 miles, and is believed to be rich in minerals.

CLOVER FRAGRANCE.

As we approached Wabigoon the atmosphere was fragrant with red, alsike and white clover bloom, which grows naturally in great profusion all along the line between the muscegs, which are objectionably numerous from an agricultural standpoint. For about twenty miles along the line and for some ten miles back from the railroad this condition prevails. Some six miles west of Wabigoon station is situated Barclay, which on the day of our visit lost considerable of its identity by being deprived of its railway station, which was that day moved to the flourishing village of Dryden. This is the center of the new agricultural country sometimes termed "New Ontario," and lies right alongside the Pioneer Farm, of which considerable has been written and spoken. We were much interested in this farm, and stopped off two days with its manager, Mr. A. E. Annis, who in two years, with the assistance of from one to