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# The Chicago International

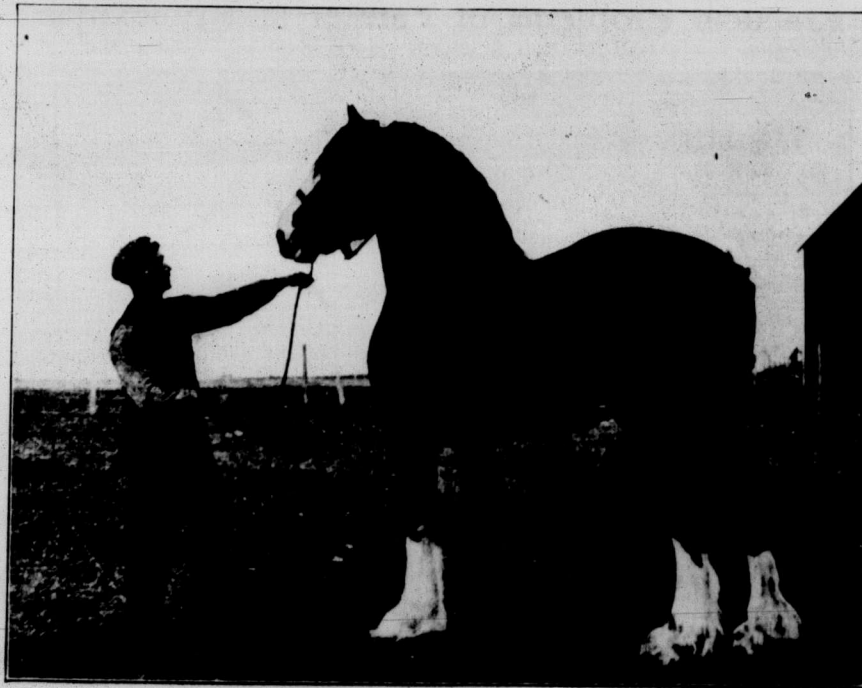
By J. Cochrane Smith, Livestock Commissioner for Saskatchewan

The Chicago International Exposition of 1913 can truthfully be said to have been a bigger event in every sense of the word than any of its kind heretofore. The entries of livestock were larger and the quality, especially in certain classes, was higher. The attendance eclipsed all previous records and the competition in every section was of the keenest order. Especially from a Canadian standpoint the 1913 International must go down into history as a memorable event in the annals of the livestock world.

It has been generally admitted that, both individually and collectively, the prize winners of this year were animals of more than outstanding merit. The exhibition is primarily a fat stock show, and as such is probably the largest and best on the North American continent. The exhibits in the carlot classes of cattle, sheep and swine were all of high order, and despite the condition of the markets and the scarcity of supply, the numbers were in excess of former years. For instance, out of 120 car loads of cattle entered, 73 passed the first selection committee, as against 61 in 1912, and other classes of livestock were on the same footing. The first prize carlot, bred and fed by Escher and Ryan, Irwin, Iowa, consisted of two-year-old Angus steers, and they were certainly models as far as smoothness and depth of fleshing were concerned. This is the second time these owners have achieved the coveted distinction of carrying off the blue ribbon trophy in the feeding classes. A bunch of yearlings of first class quality ran them very close for premium honors, and a decision in their favor would not have allowed of much unfavorable comment.

## Manitoba Wins Grand Championship

The Canadian exhibitors started their winnings early in the week, when J. D.



"THE BRUCE"

By "Revelanta." Sire of several winners in young classes at Chicago International. Owned by R. H. Taber, Condie, Sask.

McGregor, of Brandon, carried off first prize in a senior yearling class of grade Angus steers, with his Glencarnock Victor 2nd. This bullock is one of the most finished block animals that it has been the pleasure of the writer to see, combining, as he does, smoothness, depth of fleshing and ideal beef type, it is indeed hard to fault him, and although there were a large number of very high class animals there, it cannot be said, even by the most critical, that this

animal was not well worthy of all the honors that afterwards came his way. It speaks well for Western Canada in general, and Manitoba in particular, that a man of Mr. McGregor's influence should devote himself to the breeding of such cattle and it has been proven without fear of contradiction that we have in the Canadian West the proper material with which to produce the very highest class of beef that it is possible to obtain. The same steer afterwards carried off

the championship for the best grade animal in the fat classes, after an extremely exciting contest with another Angus steer from Perdue University. The excitement at the time of the placing of these ribbons was intense and there was not a Canadian present but felt a thrill when the purple ribbon was awarded to the Manitoba animal. The next day the same steer carried all before him in the championship and grand championship classes, this being the second time in succession that the grand championship goes to Mr. McGregor, which I believe is a new record for an individual. Great credit is also due the feeder and fitter of Glencarnock Victor for the condition in which he was brought out. Mr. McGregor also won first for the best three grade or cross bred steers in the show, as well as the best herd two years old and under. Taken as a whole, the awards in the fat classes were a great triumph for the Angus breeders.

## Ontario's Fine Sheep

Whilst Manitoba was cleaning things up in the fat cattle section, Ontario was not behindhand in that of sheep. Mr. Campbell, of Woodville, secured not only the grand championship for the best fat wether, but numerous other prizes as well, whilst other exhibitors who made things interesting were Messrs. Kelly, of Shakespeare, McEwen, of Byron, Lee, of Highgate, and O'Brien, of Ridgetown. A. J. McKay, of Macdonald, Man., adjudicated to the satisfaction of all in the Leicester classes, and his selection for this important position points him out as one of the leading sheep breeders in the West.

The horse section at the exhibition was on a par with the others and there was a decidedly higher class of stock forwarded in several sections than was

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# The Mail Bag

## FAVORS CONSOLIDATION IDEA

Editor, Guide:—I was very pleased to read Mr. Green's article on consolidation of the different farmers' companies in your issue of last week. I have been thinking along the same lines myself, and though it may not be possible with their present charters for the three farmers' grain companies to amalgamate it should be possible for them to have the same selling and export office, which would reduce expenses and give them an even better standing in the market. Another point which I would like to see taken up is that our Saskatchewan Co-operative Elevator Co. should build a small warehouse at each elevator and handle flour and feed. I understand that this was taken up at the annual delegates' convention, but was not favored on account of the expense. I do not see that there need be much expense in connection with it. In the first place enough extra shares could be sold to pay for the building, then the flour and feed could be obtained by contracting with some of the small mills in the province, who would be only too pleased to grant them at least sixty days' credit, which would be ample time to dispose of the goods. Our Association here have purchased flour by the car lot, which cost \$2.50 per sack and was better than the best grade of our largest companies, which at the time were charging \$3.25. The disadvantage of that method of buying is that few people have room to store much flour and it would be much more convenient if there was a place where they could get a few bags when they required them.

W. B. MORTON

Elfron, Sask., Nov. 24.

## FOR CONSOLIDATION

Editor, Guide:—I have read with great interest Mr. Green's article on "Consolidation" in your issue of November 19. I am convinced that this article is of great importance to the farmers and deserves to be considered carefully by the Associa-

tions, not only in Saskatchewan, but in Manitoba and Alberta also. I believe it is of vital interest to every farmer in the three provinces that a pause is made and our institutions co-ordinated so that, as Mr. Green points out, "they will not destroy each other." I am not competent to point out the road and only wanted to point to Mr. Green's article and to emphasize, if possible, the danger of growth without co-ordination and the closest co-operation.

OLE O. KALDOR.

Loreburn, Sask., Nov. 25.

## BRIBING RAILWAYMEN

Editor, Guide:—In last evening's Free Press Bulletin and this morning's Mani-

toba Free Press there is a report about a C.P.R. conductor and two brakemen being fined by Justice of the Peace James Rodney, at Scott, Sask., for making farmers pay them to supply cars to ship grain.

No doubt you have seen this report yourself and intend publishing it in The Guide. Our object in writing to you in reference to it is to suggest that you take special notice of it in The Guide, so as to impress on farmers that the trainmen cannot with impunity blackmail them in the matter of getting cars. Of course we know that many a farmer, after the strenuous labor and frequently tantalizing delay in getting his grain threshed, is on thorns until he gets it shipped and can

get some money to pay pressing claims, and he is only too ready to tip the trainmen, if by doing so he can secure a car so badly needed; and from what we know, thousands of farmers take the thing as a matter of course, and think there is no help for it. Even some grain buyers and elevator people think it necessary at times to bribe the trainmen to secure cars for them. We cannot believe that all trainmen are grafters in this way, but we know the practice is very common and widely spread, and that everybody interested needs bracing up to put a stop to it. There can be no doubt that the management of the railways set their faces dead against it, but when shippers supinely submit to the criminal extortion of trainmen, under the mistaken idea that they are in a proper way helping their own interests in getting cars, it must be uphill work for railway managers to put a stop to the evil and unwholesome practice. Exposure of prosecutions by publishing the results, and earnest press comment thereon, will certainly help to restrain the evil, and brace up shippers, who so far submit quietly to be thus blackmailed. Letting the light in on evil ways causes would-be lawbreakers to take thought.

The provisions of "The Canada Grain Act" regarding the application for cars through the car order book, and the supplying of the cars to the applicants by the railways, are fair and reasonable, if properly observed and honestly carried out by all interested, and all farmers should study to understand them and help to have them lived up to, for after all the interest of the farmer in marketing his grain to the best advantage for himself is entitled to the first concern over all the other factors that come after him in the handling, moving or merchandizing of it, after it leaves the farmers' hands.

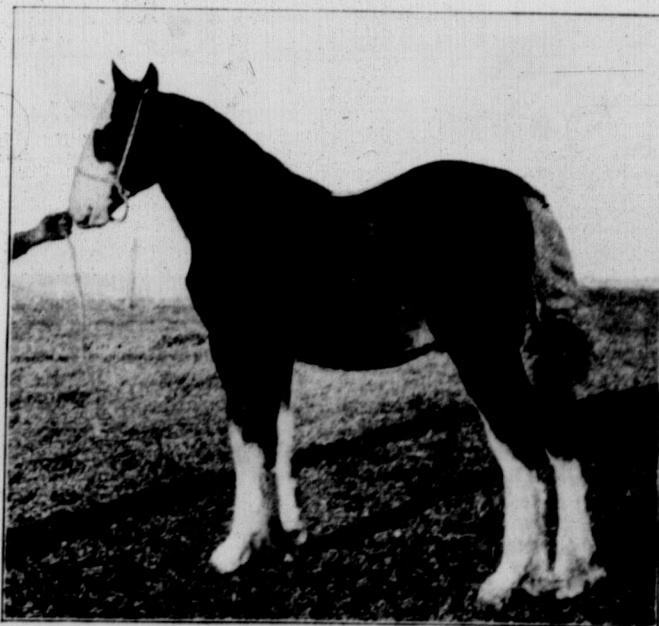
Yours faithfully,

THOMPSON, SONS & CO.

Winnipeg, Dec. 5.

Note.—Farmers will certainly be doing better work for themselves and their

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"THE BRUCE OF HILLCREST"

Winner of Clydesdale stallion foal class at Chicago International. Bred and owned by R. H. Taber, of Condie, Sask.